

SECOND OF FOUR COMMEMORATIVE POSTERS INSIDE

RESERVIST

Official Publication of the United States Coast Guard Reserve

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CELEBRATING 75 YEARS OF SERVICE:

CONTINGENCY RESPONSE

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RE-ENERGIZED THE COAST GUARD RESERVE.**



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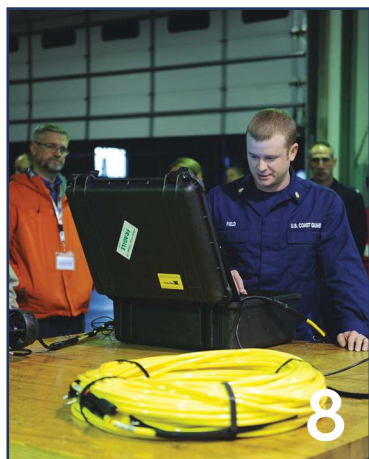
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FROM THE EDITOR

This issue of the *Reservist* continues our year-long focus on the Coast Guard Reserve's 75th Anniversary spotlighting how the Reserve Component adapted from a primarily national defense posture to playing an integral role in the Coast Guard's contingency response capability.

In Part II of her 75th Anniversary series, CWO Anastasia Devlin outlines how the component, created in response to the domestic port security demands of the Second World War, transitioned into a vital domestic contingency response capability. CWO Devlin looks at how the 1972 change to Title 14 of U. S. Code authorized augmentation of the active duty Coast Guard for response to natural or man-made disasters. The first use of this authority took place the following year to assist with flooding in the Midwest: a utilization that continues today. Over the next four decades Reserve personnel, both individually and collectively, have adapted to support contingency and surge operations from the Caribbean (Mariel Boat Lift) to Valdez, Alaska (EXXON VALDEZ) and from the Persian Gulf to the Gulf Coast. Today, the Coast Guard Reserve remains as adaptable and ambidextrous as ever. As real world circumstances dictate, reservists shift seamlessly between humanitarian and environmental response providing national defense at home and overseas.

In our *Shipmates In Focus* section you will read about what lighthouse duty was like for a former reservist during the 50s and 60s. Ed Piculles shares his memories and his poem about



service in a simpler time. You will also find a story about off-duty heroism which recounts how YN1 Tom Yarbrough was truly *Semper Paratus*.

For a heart-warming story about the human spirit and sacrifice be sure to check out the story on Page 16 and learn how the spouse of a Reserve retiree saved the life of another retired reservist living 3,000 miles away.

As always, thanks for reading.

Anima est Bonus!
Jeff Smith

Do you need assistance?

Help from CGMA is within reach:



Emergency
interest-free
loans



Disaster
Response



Education
Programs



Free Financial
Counseling

"CGMA has gone above and beyond to help my family" - BM1 Chad Sigle

FROM OUR READERS

To the Editor:

Sometimes looking back is a good thing. Such was the case in the article "Not Forgotten" (Issue 1, 2016), recognizing Cmdr. Anthony Kranitz's patriotic service to our country during Operation Desert Shield. I hope he hears the roar of applause, good will and wishes from those sailors who know him but were not present. We Salute you!

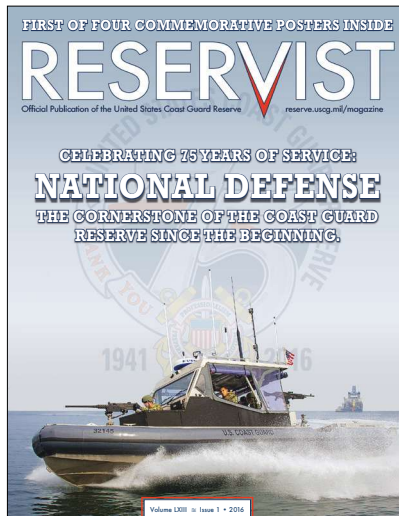
YN2 Gary L. Shaw, USCGR (ret.)

To the Editor:

I was so pleased to see the story in this issue (Issue 1, 2016) on LCI 85 and their heroic actions on June 6, 1944. Late in his life, I had the good fortune to meet and friend BM2 Elmer Carmichael who is pictured kneeling and holding the line on the deck bit of the 85 alongside the USS Samuel Chase as wounded and dead are off loaded. Elmer passed away in 2011, at the age of 90, but visitors to the WWII Museum in New Orleans can see his combat helmet that he donated to the museum when it opened. I have had the great fortune to meet a number of WWII Coast Guard veterans and in 2015, finally stand on Omaha and Utah Beach in France. Hearing Elmer's story of the 85's exploits through Sicily, Italy, and D-Day remains such an honor. He was so very proud of the small part he played in the Longest Day.

Nicely done story, BZ!

Cmdr. Ken Hines, USCGR (ret.)

**To the Editor:**

Great interview with the Commandant! This edition (Issue 1, 2016) of the magazine is especially good. Thanks for the read.

Very respectfully,

ETCS Terrance A. Mayweather

To the Editor:

I read the above article (Issue 1, 2016, Page 62) with interest, of sorts. However, I don't know who the admiral presented the award to. I would assume the author got the award, but could only guess. Now the second problem is that the admiral presented the Coast Guard Foundation Elizabeth Freidman Award for best contribution to U.S. Homeland Security.

Well, I think they should research Mrs. Elizebeth Friedman's background and the correct spelling of her first name. Mrs. Friedman was born Elizebeth Smith, her mother did not want her know as "Eliza." I

add that you and the foundation can go to the National Security Agency website and research their article on her.

Also for the next issue you might consider an addendum to the above article and educate the readers on who she was and why the Coast Guard Foundation has an award named after her.

PS1 Patrick Kerrigan, USCGR (ret.)

Editor's Note: PS1, Thank you for your letter. The person receiving the award was Dr. Amy Kardell. Dr. Kardell accepted the award on the behalf Major Erik Scharwz who was unable to attend the ceremony. Also, thanks for the background on Mrs. Friedman's first name.

Coast Guard Mutual Assistance

"We Look After Our Own"

THE COAST GUARD'S OWN FINANCIAL RELIEF ORGANIZATION

Whether responding to a natural disaster or meeting the many individual needs that arise on a daily basis, Coast Guard Mutual Assistance (CGMA) stands ready to support the Coast Guard Reserve community. Last year, CGMA provided more than 4,400 loans and grants totaling over \$3.4 million to Coast Guard families in need. Coast Guard Reserve members received over \$158,177.11 in assistance.

COAST GUARD PEOPLE HELPING COAST GUARD PEOPLE

As an independent non-profit organization, CGMA receives no government funds. All support comes from the voluntary contributions of people like you—the men and women of the Coast Guard who give generously to help their shipmates. Only with a steady infusion of funds can CGMA remain strong and ready to meet the challenges that lie ahead.

Your tax deductible contribution plays a key role in equipping CGMA for the future. CGMA has been helping Coast Guard individuals and families for over 91 years. Please consider how you will support CGMA this year.

- Make a secure credit card donation online:
www.cgmahq.org click 'Donate Now'
- Mail your contribution to:
Coast Guard Mutual Assistance
PO Box 55928
Boston, MA 02205-9805
- Visit www.cgmahq.org or call (800) 881-2462 to find out more about CGMA programs, resources, and assistance.

If you find yourself in need of assistance, do reach out.

UP FRONT



NY ♥s USCGR

The Coast Guard Reserve got some major exposure on its 75th Anniversary in the heart of Times Square in New York City. In all, the Reserve Anniversary occupied 13 screens in three locations over ten days, where it was viewed by an estimated three million people.

Photo by Christopher Galluzzo, NASDAQ, Inc.





Vice Admiral Sandra L. Stosz
Deputy Commandant
for Mission Support

***"I love the Reserve
and its remarkable
men and women
and I am proud
of the value and
dedication they
bring to our Service
and our Nation."***

I am very pleased to have this opportunity to engage with the readers of the *Reservist*. As a former Director of Reserve and Military Personnel (CG-13), I love the Reserve and its remarkable men and women and I am proud of the value and dedication they bring to our Service and our Nation. In fact, my experience as the Director of Reserve is proving particularly fortuitous as the Coast Guard explores how to best manage, train and employ this limited yet extremely important resource.

Since completing my tour as CG-13 in 2011, the Reserve Component has been reduced from 8,100 to its current level of 7,000. Much like the reduction of general detail billets on the active duty side, this draw down of reservists has significantly compromised our overall surge capacity. Fortunately, the work of shaping the Reserve force to enhance its readiness has been underway since the 2010 Tomney Study (Reserve Employment Work Group). The study, led by Rear Adm. Chris Tomney, provided a strategic blueprint for the Reserve with an eye towards competency and surge capacity.

Ultimately, the study led to the launch of the Concept of Reserve Employment (C.O.R.E.) during my tenure as Director of Reserve. C.O.R.E. began the process of determining the highest priority competencies in key mission areas including boat operations, port security, port safety and contingency response. This holistic approach to assigning competencies with the highest probability of being needed during surge operations has added an important linkage between accountability, on the part of both the organization and the individual member, and readiness.

The current Boat Forces Reserve Management Plan (BFRMP) is an example of the heightened focus the relationship between organizational and individual accountability and overall readiness has brought to the shaping of the Reserve workforce. A five-year strategic initiative by the Office of Boat Forces, the BFRMP has established realistic business rules to enhance the training and readiness of the Reserve billets within its surge capacity portfolio.

Due to the aforementioned force reductions the Coast Guard has seen over recent budget cycles, it is now more important than ever that every reservist be provided with a clearly defined set of expectations and the requisite direction and resources to meet those expectations. It is equally important that each reservist understand that there is no slack in the line. Each and every member is crucial to overall mission success. Each must be ready to respond when they get the call. The BFRMP will improve readiness and enable us to achieve these goals.

As part of our ongoing efforts to optimize our Reserve force employment and management, Adm. Zukunft has asked that we take a more strategic look at how we manage the Reserve Flag corps and, by extension, our Reserve officers in general. I am pleased to report we are already making progress, and here's an example. As many of you are aware, in the past we have utilized Reserve (IDPL) Flags to temporarily fill a number of active duty billets including the Director of Reserve and Military Personnel. In fact, our Senior Reserve Flag, Rear Adm. Kurt Hinrichs, is currently serving as CG-13. We intend to continue to use one of our Reserve Flags to fill that billet in the future. Historically, our IDPL Flags have been assigned to the staffs of our Atlantic and Pacific Area Commanders. During a recent meeting of the CG's Leadership Council we determined that assigning the IDPL Flags to billets at the Headquarters level, within the Deputy Commandant for Operations and Deputy Commandant for Mission Support, will better serve the Service's objective of creating the most nimble and flexible Reserve force possible.

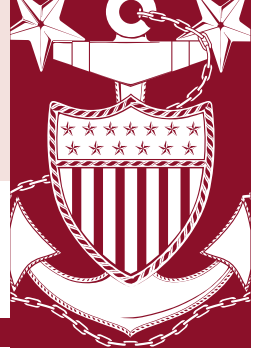
As Adm. Zukunft points out in his interview in this issue of the *Reservist* (see page 24), the total force reductions have significantly reduced the Coast Guard's ability to respond to multiple simultaneous surge operations. This has made the Reserve an integral component as we look to rebuild our human capital resources following a protracted period of re-investment in our capital assets. Our recently promulgated Human Capital Strategy will support our Reserve force, and I encourage you all to read it and do your part to improve our Service!

There is an oft-repeated saying which goes, "It's not the size of the dog in the fight, but the size of the fight in the dog that matters." Certainly the Coast Guard Reserve has proven this axiom time and time again over the course of its 75 year history. I can personally attest that every reservist's contribution and value is recognized at the highest levels of our Service.

I am proud to serve alongside you in this fantastic organization. You are our trusted, reliable, always ready "force in garrison." Thank you and

Semper Paratus.

DECKPLATE SOUNDINGS



As the 12th Master Chief Petty Officer of the Coast Guard – and in partnership with the 6th Coast Guard Reserve Force Master Chief, CGRF-MC Eric Johnson – I’m responsible for advising Coast Guard leaders and elected officials on workforce policies, and advocating for benefits and entitlements that affect our people.

But, what does all that actually mean? Well, basically, CGRF-MC Johnson and I are here to serve you, the members of our workforce – to ensure your voices are heard, and to ensure you and your families have everything you need to continue to answer your nation’s call.

We’re also both committed to ensuring that our policies, practices and procedures make sense to every single one of you. But, we need each of you to speak up when something doesn’t seem right or there might be a better way to do it. “It’s always been done that way” should never be justification to **continue** doing it that way. Also, lose the term “it is what it is,” as it is counter to change.

To the men and women of the Coast Guard Reserve, I want to say **thank you** for your commitment to excellence and your devotion to your nation, your service and your communities.

Bravo Zulu to MK1 Wilton “Butch” Terry, the 2015 Enlisted Person of the Year – Reserve Component! MK1 Terry is the Boat Support Engineer in PSU 309’s Engineering Division. He, along with his active-duty EPOY counterpart BM2 Evan Ward from CGC VALIANT, represent the best of the best of the enlisted workforce.

There are a lot of policies that have recently come online that have the potential to greatly impact our Reserve workforce. We’ve doubled the maximum amount of authorized maternity leave for those members who are pregnant or may become pregnant.

A recent ALCOAST formally established several important training benchmarks for our active-duty enlisted corps: the Senior Enlisted Leadership Course will now be mandatory for E-8s competing for E-9; the Chief Petty Officer Academy will be mandatory for E-6s above the cut for E-7; and the Apprentice Leadership Program will be a required component for all A-school classes. Due to differences in our administrative processes, members of our Reserve force will not likely see complete parity. But, we will soon be releasing some information on how these policies translate for reservists as we look for ways to provide access to the same opportunities.

I’d also like to put in a plug for E-7s to continue to look for opportunities to participate in Chiefs Call to Indoctrination (CCTI). I’ve always been a huge advocate for the CCTI program, and as the Program Manager I can tell you that a lot of work continues to go into making each and every CCTI season better and more beneficial to the people who choose to go through it – and that includes incorporating Reserve E-7s whenever possible and being flexible with the schedule to allow for maximum participation.

Earlier this year, we celebrated the Coast Guard Reserve’s 75th anniversary. From the beaches of Normandy and Guadalcanal, to the Persian Gulf during OPERATIONS DESERT STORM and DESERT SHIELD, to New York City after Sept. 11th, to our coastal communities during hurricanes such as KATRINA, RITA and SANDY, our Coast Guard reservists have been ready. They have been ready to mobilize, ready to augment, ready to surge – ready to overcome whatever challenges they’ve faced. I’ve served alongside reservists for more than three decades and they have been among the most dedicated Coast Guardsmen I’ve ever known.

Finally, I want to remind every one of you to be safe out there. Considering last year’s terror attacks in Paris and this year’s attacks in Belgium, it’s clear that our enemies will continue their relentless assault on freedom and prosperity.

It doesn’t matter what you’re doing: If you’re deployed, keep your head on a swivel and let us know what more we can do to safeguard your families while you’re gone; If you’re drilling stateside, stay vigilant; Even if you’re not drilling or deployed or otherwise wearing the uniform, remember that more is expected of you than the everyday civilian. Keep your eyes and ears open and join us in helping to keep our families, friends and coworkers from becoming victims.

Thanks again for your service. I am proud to serve alongside each and every one of you.

Semper Paratus.



**Master Chief Petty Officer
Steven W. Cantrell**

**Master Chief Petty Officer
of the U.S. Coast Guard**

***"I've served
alongside
reservists for
more than three
decades and
they have been
among the most
dedicated Coast
Guardsmen I've
ever known."***



Braving the Waves: Reservists Recognized For Life Saving Rescue

MICHIGAN CITY — Ten-foot-tall waves struck the craft. Winds of some 50 knots whipped around the crew. And the turbulence in the water, which was growing worse off the Michigan City Lighthouse Pier on the night of Sept. 19, 2015, started threatening the safety of everyone on board the Coast Guard vessel headed by crew leader BM2 Michael Daray.

With the boat only able to handle waves of up to six feet, Daray ordered the ship to turn around. But then he and his crew heard something — screams from the lighthouse pier.

One or more people had fallen into the water.

"We made a quick decision to assist them," he said during an interview with *The News-Dispatch* on Saturday. "Some of the people were able to pull themselves onto the pier, but we saw there were still two people clinging for dear life onto the edge of the lighthouse."

So he and his crew timed the distance between the waves and drove between them until they reached the struggling victims, who had been swept off the pier by the deadly waters. It was later learned one man had already drowned.

Once there, crew members took the line, which was out in front of the boat, and tossed it to the struggling victims, who were able to grab hold and get hauled on board.

"It was very easy and very quick," Daray said. "We were able to haul them on board and get out of there before any larger waves pushed us into the lighthouse."

For such efforts, Daray received the Coast Guard Achievement Medal, and his crew, composed of BM1 Alex Harper, BM1 Blaine Wilken, MK2 Edward Schwager and BM3 Luke Josey, received (Commandant's) Letters of Commendation during a ceremony Saturday, March 19, 2016 at the Michigan City Coast Guard Station.

There, Chief Boatswain Joshua Janney said crew members showed a degree of bravery and skill he had never seen before in a Coast Guard Reserve crew.

"They had to drive their boat into conditions they are not allowed to drive their boat into," he said. "But sometimes that decision has to be made on scene. The way the manual is written, it doesn't always take into account the situations developing before you. Daray made a decision, the entire chain of command supported the decision. He made the right decision, and he was good enough at his job to execute it safely."

He said Daray received a different award because the decision ultimately rested with him. The crew, however, did an incredible job.

According to a Sept. 20, 2015, article in *The News-Dispatch*, a total of six people from Nappanee were swept from the lighthouse pier while walking along the north side of the structure. The victims included three men and three women, one of whom was pregnant. The pregnant woman was rescued by Daray's crew. However, 24-year-old Earl Helmuth drowned.

On Saturday, (Chief) Janney said Helmuth's death was a tragedy, but if not for the actions of the crew, two more people would have drowned. "The other thing interesting about this rescue is these are Coast Guard Reserve members," he explained. "They have other jobs, they have other responsibilities. They come in one weekend a month. You don't always have such a highly skilled crew as this."

At the end of the ceremony, Daray presented his medal to Helmuth's parents. Daray said it was his way of showing them how much his crew shared their grief.

— **Story and photo by Matt Fritz, Staff Writer,**
The News Dispatch, Michigan City, Indiana

Reprinted from a Sunday, March 20, 2016 Post to TheNewsDispatch.com



Coast Guard personnel hold up their award certificates Saturday, March 19, 2016, during a ceremony at the Michigan City Coast Guard Station. The men were honored for their efforts in rescuing two persons from the treacherous waters off the Michigan City Lighthouse Pier on Sept. 19, 2015. Pictured from left are BM1 Blaine Wilken, MK2 Edward Schwager, BM3 Luke Josey, BM1 Alex Harper and BM2 Michael Daray.

San Francisco Based Coast Guard Port Security Unit 312 Earns the Coast Guard Unit Commendation Award.

Coast Guard Port Security Unit (PSU) 312, based in San Francisco, is proud to announce the earning of the Coast Guard Unit Commendation award. The Coast Guard Unit Commendation is the highest peacetime unit award that may be awarded to military commands of the U. S. Coast Guard. The decoration was first created in 1963, and is presented to members of any Coast Guard unit that distinguishes itself by valorous or extremely meritorious service in support of Coast Guard operations.

Port Security Unit 312 is comprised of 133 Selected Reserve and six active duty personnel, accounting for 12% of the 1,115 reservists billeted in the state of California. PSU 312 is an expeditionary warfare unit specializing in maritime anti-terrorism/force protection and port security in support of military or humanitarian operations worldwide. PSU 312 maintains garrison facilities as a tenant command of Coast Guard Air Station San Francisco.

From September of 2013, to April of 2015, PSU 312 successfully deployed two-thirds of its personnel in support of Operation Enduring Freedom as the Maritime Security Detachment (MARSECDET) for Joint Task Force, Guantanamo (JTF-GTMO). PSU 312 completed the arduous nine-month deployment to JTF-GTMO with operational excellence. The unit provided Anti-Terrorism/Force Protection for the JTF and Nava l Station Guantanamo (NAVSTA-GTMO) areas of responsibility, maintaining a continuous 24/7 underway, maritime security watch. PSU 312 provided secure, expedited fast boat transportation for over 3,000 Distinguished Visitors to include flag officers, congressional, and foreign delegations. PSU 312 successfully executed extensive maritime security for numerous Detainee Movement Operations as well as hundreds of hours of critical security for the 9/11, alNashiri, and al-Iraqi hearings and arraignments essential to the JTF-GTMO mission.

PSU 312 led strategic initiatives to improve interoperability and maritime security in the JTFGTMO AOR. PSU 312 was a driving force behind initiating the JTF-GTMO Joint Rules of Engagement (ROE) working group integrating maritime, land, and detainee requirements into an all-inclusive JTF ROE. PSU 312 officers served as the maritime lead for the first comprehensive area of responsibility (AOR) threat assessment since 2003. Furthermore, PSU 312 initiated and executed extensive training for joint services responsible for maritime defense at both NAVSTA and JTF-GTMO. This interoperability training included developing Army shoreline defensive fighting positions, joint operations with NAVSTA security forces, such as SAR and maritime interception, and developing an extensive maritime defense training exercise enhancing interoperability between the Coast Guard, Army, Navy, and Marine Corps. Additionally, PSU 312 provided logistical and operational support for interagency partners, such as the FBI, NCIS and DEA, as well as Coast Guard assets conducting law enforcement and migrant interdiction missions in the area.

PSU 312 conducted hundreds of hours of MEDEVAC training, tactical insertions and extractions with the Marine Corps Security Force Company (MCSFCO), providing a critical resource as part of the AT/FP partnership, while enhancing the tactical expertise of Coast Guard boat crews. This interoperability was essential to successful MEDEVACs of severely injured/ill Marines throughout the deployment. PSU 312 also provided traditional Coast Guard



search and rescue (SAR) expertise to JTF-GTMO acting as the on-scene commander for four SAR cases and the two-day search and recovery of a deceased NAVSTA civilian.

PSU 312 coordinated extensively with JTF and N AVSTA-GTMO while leveraging Coast Guard capabilities and assets to conduct improvement projects worth over \$500,000 ensuring long term sustainability of the Coast Guard mission to JTF-GTMO. Concurrent to the deployment, PSU 3 12 maximized the opportunity for unit members to support ongoing CG missions. Unit personnel assisted other PSU 's in mobilization and demobilization requirements, as well as developing comprehensive logistics, administrative, and load planning guidelines and SOPs for future DSF community OCONUS deployments.

Members of PSU 312 Shore Security division adapted their expertise with entry control points and camp security to the domestic arena as members of the North Pacific Coast Guard Forum Support Team. Through developing and staffing force protection details for delegates from Russia, China, Japan, and South Korea attending the multi-lateral regional cooperative forum, they directly contributed to the safety of all participants. Additional members supported other joint training initiatives in the DoD Southern Command AOR through TRADEWINDS 20 14, where they excelled as instructors and subject matter experts in maritime threat response and interdiction tactics, promoting interoperability and multinational relationships between the U .S. and 13 Caribbean nations.

Finally, PSU 312 demonstrated an ongoing commitment to professional development of its personnel both deployed and in garrison, advancing or promoting over 25 percent of the unit in less than one year, while certifying tactical coxswains, tactical crewmen, boat engineers, fire team leaders and members, and Boat Forces and PSU pin qualifications. PSU 312's dedication to the Coast Guard's Core Values were also evident in the many Good Conduct awards and Military Outstanding Volunteer Service Medals, indicative of a unit-level commitment to community and professionalism including participation in events such as National Night Out, Trunk or Treat, Run to Remember, and many others.

— *Story by Lt. Donnie Brzuska,
Public Affairs Officer, Pacific Area*

Gulf Strike Team gets their game on with Reserve, Active Duty Olympics

The Gulf Strike Team (GST) in Mobile, Ala., has a huge responsibility maintaining a highly trained cadre of Coast Guard professionals. One of three special teams that make up the National Strike Force, it must be *Semper Paratus* to deploy any time to all-hazards, anywhere they are needed.

This year they stepped up their game with the first GST Olympics, aimed at challenging and honing the teams' skills during this competitive incident response simulation. Reserve and active-duty personnel played out their roles in various real-time scenarios in this all-day event.

"It's truly amazing to see the active and reserve cadres work side by side in a simulated response scenario. It ensures us all that we will be beyond prepared should a major incident require our technical expertise with additional reserve support," Lt. Cmdr. Ron Terrell, Senior Reserve Officer for the Gulf Strike Team.

Exercises included donning Level A personal protective equipment, the highest level of personal protection, conducting a patient rescue in a smoke filled environment and containing a simulated chemical spill.

"These events not only exercise personnel, but they also exercise National Strike Force doctrine. It is a great way to ensure active duty and reserve members are knowledgeable of, and conforming to, standard operating procedures," said Lt. Cmdr. Joel Ferguson, executive officer for the Gulf Strike Team.

Strike Team reservists play a vital role as the force multiplier for active-duty personnel in preparing and



Above: Reservist MK3 Kenneth Neese dons a Level A suit during the GST Olympics, in Mobile, Ala., on Saturday, Sept. 13, 2015. Reservist and active-duty GST personnel participated in this all-day event at Sector Mobile.

Below: Reservist BMC John Bagby, safety officer for the GST Olympics, observes members donning Level A personal protective equipment in a timed exercise.

Photos by Lt. Clinton Arnold



responding to oil discharges, hazardous substance releases, weapons of mass destruction events and other natural and manmade incidents that greatly impact the public.

"It is essential to have an integrated, trained and ready Reserve contingent at the GST as we have relied upon them to serve in critical roles during both natural and man-made disasters. The GST Olympics event helped strengthen our team spirit, reinforce essential response skills, and foster the close camaraderie that is so important to this response organization," said Cmdr. Kevin Lynn, commanding officer for the Gulf Strike Team.

It is the responsibility of the GST to respond to incidents in the Coast Guard's 5th, 7th and 8th Districts. In addition, the GST has international responsibilities for South America, Central America and the Caribbean.

— Story by PAC Susan Blake,
8TH District External Affairs

West Coast All Hands: Training, Networking and Camaraderie

The Annual Reserve All-Hands, held February 20 & 21, 2016, and hosted by Base Alameda included Reserve members from Base Alameda, Surge Staffing and PACAREA Legal, and seeks to have a little bit of everything. Not your typical 16-20 hours of sitting and listening to lectures, reservists took the time to learn about each other, receive readiness training and many worked out together during lunch or in the evening. Members also enjoyed an informal morale dinner at nearby Quinn's Lighthouse.

Base Alameda Commanding Officer, Captain Jon P. Hickey kicked off the event with his bold leadership-centered people plan and took the time to answer reservist questions that arose. The Captain highlighted his open door policy and stressed the Coast Guard's reliance on the

Reserve Component and its 75th Anniversary.

Base Alameda Senior Reserve Officer Cmdr. Ann McSpadden and Base Alameda CMC Matthew Sagendorf led the team through breakout sessions that focused on specialized officer training strategies and enlisted concerns.

Reserve Acting Deputy Senior Reserve Officer, Lt. George Cabanas, highlighted the value of the annual event. "Our training focus aligns with Captain Hickey's expectation that reservists maintain readiness to meet potential future surge requirements. But we also recognize the value of learning about each other and having an enjoyable weekend at work."



During the All Hands, ME2 Kyle Brewer and IT2 John Edington received CG Reserve Good Conduct Medals.

— Submitted by Lt. Katy Howes
and Lt. Stonie Carlson

Photo by PA2 Prentice Danner

Coast Guardsman Reaches 40 Mile Goal On His 40th

In the early hours of January 15, 2016, at U.S. Naval Station Guantanamo Bay, Cuba, a Joint Task Force Trooper set out on a very unique mission - running 40 miles for his 40th year. Coast Guard Chief Warrant Officer Anthony A. Slowik, engineering officer for PSU 313 Maritime Security Detachment (MARSECDET), completed 41.7 miles in 13 hours, in celebration of his birthday.

Slowik came up with the idea around Thanksgiving. "I wanted to do something big for my birthday," he said. The furthest Slowik had ever run in a race, prior to this, was 13.1 miles.

Running 40 miles (67.11 km), may seem like a daunting task to some, but in actuality, it is not that long of a distance when you compare it to some distances traversed in the sport of ultra marathons.

According to the International Association of Athletics Federations, examples of ultra marathons would be 50 km and 100 km races. Some extreme ultra races span a few stages and are run over the course of days. Other distances and times include double marathons, 24-hour races, and multiday races of 1,000 miles (1,600 km) or even longer. Many ultra marathons,

especially trail challenges, have severe course obstacles, such as inclement weather, elevation change or rugged terrain.

Slowik began his 40-mile run at 1 a.m. at the entrance to the Windward Loop Housing Area traversing the main roadways of the base before finishing at 2 p.m. at the MARSECDET Headquarters. When asked about his goal of running 40 miles, Slowik said he could not have completed this run without the help of shipmates in his unit.

MARSECDET Troopers provided water, safety checks and moral support during all hours of the night and day to help Slowik achieve his goal.

Coast Guard Lt. j.g. Christopher J. LaRocque, logistics officer of MARSECDET, took supporting Slowik one step farther. He ran the entire route with Slowik.

When asked why he decided to run 41.7 miles with Slowik, LaRocque said it came down to supporting a fellow shipmate. "CWO Slowik has been a mentor to me during this deployment and I wanted to help him reach his goal," LaRocque said. "I've run marathons (26.2 miles) before, but could never imagine running 40 miles by myself, so I offered to be his running buddy. It was a huge opportunity and I could not pass this up."

The two Coast Guardsmen trained for three months individually and together in preparation for their 40 mile run. Prior to Jan. 15, the farthest Slowik ran was 27 miles and the farthest LaRocque ran was 23 miles. Neither completed 40 miles during their training sessions.

During the run, they had backpacks filled with additional water and snacks, as well as each other, to stay motivated. "To get through 40 miles, it really did take a lot of motivation on both our parts," said Slowik. "Our GPS died at mile 33 so the last bit of the route we were guesstimating our distance. Since we ended up walking further than we had planned it really took a lot to get to the finish line."

Although they did not run the entire time and ended up completing a longer route, Slowik and LaRocque were proud of their accomplishment. "It feels really good to have done this," said Slowik. "It is a great birthday present."

— Story and photo by Capt. Alanna Wood,
U.S. Army



Coast Guard Lt. j.g. Christopher J. LaRocque (right), logistics officer, and Coast Guard Chief Warrant Officer Anthony A. Slowik (left), engineering officer, both members of Joint Task Force Guantanamo Maritime Security Detachment, run 41 miles, Jan. 15, at U.S. Naval Station Guantanamo Bay, Cuba, in celebration of Slowik's 40th birthday.

First District Reservist Detailed to Coast Guard Senate Liaison Office



Lt. Cmdr. Tyrrell on the U.S. Capitol overlooking the National Mall. Tyrrell was assigned to work at the Coast Guard Senate Liaison Office in the Russell Senate Office Building in Washington, D.C.

Lt. Cmdr. Kevin Tyrrell is assigned as a reservist to the 1st District External Affairs office. In this position, he manages internal, external, and community-oriented information for the district and works directly for Capt. Edward Marohn. His responsibilities include governmental affairs, media engagement, major event coordination, social media, public information campaigns and training of various units throughout New England. During annual training in November 2015, Lt. Cmdr. Tyrrell was assigned to work at the Coast Guard Senate Liaison Office in the Russell Senate Office Building in Washington, D.C.

This professional broadening experience allowed Lt. Cmdr. Tyrrell to gain insight and complete hands on work related to Coast Guard Governmental Affairs. On average, Congressional Affairs (CG-0921) responds to over 10,000 Congressional or constituent inquiries a year, facilitates hundreds of briefings, and coordinates weekly Congressional (CODEL) and Staff (STAFFDEL) delegation visits to Coast Guard units, both in the Washington, D.C. area and throughout the country. The office is overseen by a Captain and there are several officers, enlisted members, and civilians that support the mission, which includes ongoing communication with CG Headquarter programs, industry outreach, liaison activity in the House and Senate, and various strategically placed Fellows. The entire staff is responsible for coordinating and facilitating Coast Guard interaction with members of Congress, including seven oversight subcommittees and their staffs. The Congressional Affairs staff also advises senior leadership on Member issues and political impacts of policy decisions, prepares witnesses for hearings, and oversees preparations and logistics for Member/staff to enhance understanding and appreciation of the Coast Guard missions and value. Their work is on the front lines of ensuring Coast Guard has the means, both fiscally and legislatively, to continue moving forward to protect the nation, the seas, and the boating public.

Lt. Cmdr. Tyrrell was able to gain exposure to the Coast Guard's Congressional Affairs mission, including responding to Congressional inquiries, facilitating Member and Committee briefs, handling logistics for Congressional hearings that the Coast Guard is testifying for, coordinating CODELs and STAFFDELs and assisting with other miscellaneous projects. He also learned the difference between the various roles that Congressional staffers play, whether it be the personal staff member of the Senator or Representative, or a Committee staff member that deals with a particular subject. Committee staff members have expertise on the areas within their jurisdiction. It is important to note that, typically, only bills that have survived the scrutiny of these committee staffers will be given consideration on the floor of the House and Senate. Most people don't realize that thousands of pieces of legislation are introduced in Congress every year but only a relatively small number become law. Reviewing these legislative proposals and determining which bills pass falls primarily on the Congressional Committees.

Lt. Cmdr. Tyrrell also used the opportunity to work with Congressional staff members that represent communities in the 1st District area of responsibility. He reminded them of the district mission and how Capt. Marohn's shop can help facilitate meetings, unit visits and answers to questions they may have about issues the Coast Guard may be involved in.

Of his experience, Lt. Cmdr. Tyrrell noted "opportunities like this are really once in a lifetime and put me a step ahead in terms of understanding the importance of the Congressional Affairs mission, especially in regards to the appropriation's process and selling the Coast Guard's strengths to those who make critical funding decisions."

— Story by Public Affairs Specialist 2nd Class Jennifer Robertson, 1st District External Affairs, Photo courtesy of Lt. Cmdr. Kevin Tyrrell

Reservist's Job Success Opens Doors for Veterans

Coast Guard reservist Kim Hobert has had an eclectic career. She's been a mountain guide in South America, a teacher in Colorado, rafting guide in Montana, and a first responder for FEMA in Hawaii.

Hobert, who served for five years in the Coast Guard on active duty as an Operations Specialist, has been in the Reserve since 2009. She is currently a Logistics Deputy Officer, managing 25 reservists in the areas of administration, procurement and health services.

Three years ago, Hobert moved to Tampa, Fla., from Hawaii when her husband (an Army reservist) accepted a position as a police officer there. A friend recommended she apply for a job selling payment processing services at a company called Sterling Payment Technologies.

Most people with no sales experience would have moved on to more familiar territory but Hobert believed she was uniquely qualified for the position.

"Sales is all about building relationships," she said. "I've worked in a variety of situations with all types of people and I believed that would serve me well in sales."

Hobert convinced the sales executives at Sterling, landed the job and has proven to be one of the company's top performers.

"Kim is successful because she builds rapport with people quickly," said Gary Staub, chief sales and marketing officer for Sterling. "She is also very organized and in constant motion. Some of those skills are innate, but they come equally from her military training. She can also handle multiple opportunities at one time, which is a talent we love to see."



Gary Staub and Kim Hobert at Sterling Payment Technologies.

Staub is also impressed with Kim's ability to present technical information in an easy-to-understand way. "Kim understands our products and services, but more importantly she finds a way to explain complex subjects in a way that's reassuring to our sales partners and prospective merchants," he said. "With Kim, they know they're in good hands."

Company Accommodates Reservists

Prior to Kim's joining the staff of Sterling Payment Technologies, the company didn't have any written policies about Reserve duty. The company now has implemented a policy that dictates reservists receive a pay differential when they are on duty.

"Sterling is extra accommodating about my Reserve duties," Hobert said. "They have a comp plan in place when I'm gone and together we have developed a contingency plan so my customers are taken care of when I'm away, whether that's for two days, two months or longer."

In fact, Staub says, Sterling is making an effort to hire more reservists and veterans.

"We found a gem in Kim," he said. "The work ethic she brought to our organization and the skills she learned from the Coast Guard have helped her be successful in her new career."

Staub added that, "We'll continue to look at opportunities to bring on military employees because we believe in supporting their transition back into society and we also know they are highly trained and add great value to our team."

"Being in the Coast Guard and the Reserve has helped me be successful in this job," Hobert said. "I'm proud that I've been able to show that Sterling needs to seek out more reservists and veterans to hire."

Gary Staub encourages military Veterans and Reservists interested in a career in the payments industry to contact Sterling's Human Resources Department. There are opportunities in sales, IT, technical support, client services, product development, risk management and more. Visit www.SterlingPayment.com/careers to learn more about Sterling and see a list of current openings.

— Submitted by Ms. Trish Pierce



Hobert, a former mountain guide, is pictured here in South America.



Lt. Cmdr. (sel) Dan Donovan reviews the SITL display during the FTX. (Photo by Lt.j.g. Erica Berrigan)

All Hands and Functional Training Exercise Held for Atlantic Area and 5th District Reservists

Reservists assigned to the Atlantic Area Command (LANTAREA) and the Coast Guard's 5th District staff recently gathered for an eventful and informative All Hands weekend that included a Functional Training Exercise (FTX) designed to practice key planning and organizational skills for several Incident Command System (ICS) positions.

Capt. Julia Hein kicked off the All Hands training session by delivering opening remarks to more than fifty Area and District reservists. She emphasized that all reservists need to carefully read and understand the Coast Guard's published Strategic Plans and the Commandant's Strategic Intent, because these strategies intimately affect how the Reserve force will be used. Fifth District Commander, Rear Adm. Stephen Metruck, then addressed the group to express gratitude for the contribution and sacrifices made by reservists, particularly in the midst of continuing reductions to the Coast Guard's budget. He highlighted his leadership principles of People/Performance/Partnerships and detailed how these critical components encompass leadership at all levels.

Rear Adm. Stash Pelkowski, LANTAREA Senior Reserve Officer, followed Rear Adm. Metruck in addressing the group and asked each member to take time to introspectively assess his or her reasons for continuing to serve as a reservist, stressing the importance of personal readiness. Rear Adm. Pelkowski emphasized that the current mission of the reserve force is contingency response, noting that augmentation of the active duty

force should only be for the purpose of improving training for a contingency response mission. He also challenged all Reserve members to communicate better with their active duty counterparts. Both Admirals took questions from the audience that ranged from members' frustrations with a lack of reserve program funding and training opportunities in "C" Schools, to cybersecurity issues and anticipating the next major contingency operation.

Following the question and answer period, awards and promotion ceremonies were performed and several training presentations were given. Cmdr. Rebecca Drew led training on Diversity and Inclusion, and the regional ombudsman coordinator, Chief Maritime Enforcement Specialist Rene Gonzalez, provided important information to members about family support networks, including the CG SUPRT Program benefits for reservists.

The weekend culminated with an FTX in which 20 Reserve members participated. The Reserve Incident Management team staff, in coordination with active duty counterparts, spent nearly three months planning the event. Led by Lt. Cmdr. Laura Decena, the exercise kicked off early Sunday morning. The coaching staff directing the "players" included Cmdr. Lynn Capuano and Cmdr. Patrick Petrarca, who are both currently assigned as senior team leaders to LANT-35 Incident Management (IM) Reserve, and Cmdr. (sel.) Mike Byrnes and Lt. Cmdr. (sel.) Dan Donovan, who are both currently assigned to the 5th District Planning and Force Readiness Contingency Branch.

The exercise scenario involved an oil tanker that lost steering and collided with the Chesapeake Bay bridge tunnel impacting the Sector Hampton Roads Area of Responsibility and threatening the Fisherman Island Wildlife Refuge. Guided by coaches, the reservists broke into two teams and focused their efforts on the roles of Planning Section Chief (PSC3), Situation Unit Leader (SITL3), and Resource Unit Leader (RESL3) during the initial operational period of an incident. The teams were required to set up a functioning command center, submit resource requests, and deliver situational briefings for a simulated operational period.

The training was extremely productive and resulted in participants successfully completing numerous Performance Qualification Standard line items for their required competencies. The goal for the combined LANT and D5 reservists was to conduct a full scale exercise as part of the annual training plan.

The weekend also memorialized a restructuring of the LANT-35 IM Reserve team, a project initiated by Cmdr. (ret.) Danielle Dash and implemented by Capt. Mary Merlin, the LANT-35 IM Reserve senior advisor. The reserve unit now consists of two ICS-trained teams that specialize in Planning Section functions and are better equipped to fill critical roles in the LANTAREA Incident Management Team and ICS structure. The restructuring of billets within the LANT-35 IM Reserve team has also provided more career development opportunities to Reservists.

— *Story by Lt.j.g. Erica Berrigan and Lt. j.g. Paul Farris*



Rear Adm. Pelkowski presents the Coast Guard Commendation Medal to Lt. j.g. Ben Mackiewicz during an awards ceremony at the All Hands meeting on November 7, 2015. (Photo by PAC John D. Miller)



Rear Adm. Pelkowski congratulates Cmdr. Lynn Capuano on her promotion during the All Hands meeting on November 7, 2015. (Photo by PAC John D. Miller)

Sector Delaware Bay Holds First-Ever SERA Meeting

Sector Delaware Bay held its first Senior Enlisted Reserve Advisor (SERA) Meeting on February 6, 2016, at CG Air Station Atlantic City. Attendees included the 5th District Reserve Command, Master Chief William Princiotta, as well as members of Sector Reserve Force Readiness Staff. Shown here are: Front row (L-R) BMCS Mayer, SERA Station Atlantic City, FSCM Michael Rowan, Sector Delaware Bay Sliver Badge, MCPO Princiotta, MKCS Brian Miley, SERA Station Manasquan and BMC Ian Bucs. Back Row: BMCS James Mendicino, SERA Station Indian River, BMC Matthew Cole, SERA Station Philadelphia, Lt. Cmdr. Scott Hale, Senior Reserve Officer, Sector Delaware Bay. Lt. Luke Maleski, RFSR Sector Delaware Bay. Not in photo: MEC Peter LaMarch, SERA Station Cape May and MKCM Thomas LePage, SERA Sector Field Office.



Photo by BMCS John Murdock

Reservist's Spouse Goes Above and Beyond with Act of Compassion and Love

For 3½ hours, three days a week, every week, Frank Maggelet would lie on a padded vinyl recliner with one arm outstretched with two thick needles plunged into it. Intertwining tubes carried blood into an ever humming dialysis machine, doing what his failing kidneys once did—filter his blood.

Diagnosed with polycystic kidney disease, Maggelet's kidney function started rapidly deteriorating in December 2014. His doctor advised that if he didn't start dialysis, he was going to die. At this time, Maggelet also initiated the long process of qualifying for a kidney transplant in his home state of California.

Meanwhile, across the country in Nashua, New Hampshire, Patricia Lovenstein, a retired nurse and massage therapist, prepared to move to Juneau, Alaska, to join her husband on his one-year military deployment.

Two seemingly unrelated stories, but here's where it gets really interesting.

Frank Maggelet retired from the Coast Guard Reserve as a Port Security Chief in Sector Boston in 2009. Lovenstein's husband, James, a lieutenant commander in the Coast Guard Reserve, also served in Sector Boston at that time. Patricia met Maggelet only briefly on two occasions before his retirement.

One night in July 2015, Patricia watched a local newscast with her family. A heartfelt story about a member of her community with kidney failure and the family's plea for a kidney donor with type "O" blood triggered something inside of her, which inspired her to reach out. "My immediate response was, I'm type 'O' — I could help," remembered Lovenstein. She called the phone number provided on the screen and found out that the family mentioned on the broadcast already found a donor.

Patricia continued with her life, including her upcoming relocation to Alaska and her daughter's graduation from college. However, the inspiration to donate one of her healthy kidneys lingered in her mind.

"About this time I started seeing kidney information everywhere," recalled Lovenstein. She began noticing kidney donor ads on the Internet and organ donation sites in her Facebook newsfeed. Even a broadcast of an early morning talk show that she had randomly turned on featured a man thanking his kidney donor.

Lovenstein explained that she had the feeling that she was being guided to something big—she just wasn't sure what.

Well, on Oct. 22, 2015, the "what" became clear.

Lovenstein saw a post on Maggelet's wife's Facebook page and Lovenstein and Maggelet's paths collided once again and this time in a very big way. The post brought to her attention that Maggelet was in dire need of a kidney transplant.

"Once I found out that Frank needed a kidney, I knew, beyond any shadow of a doubt, that it was going to happen. I was going



Frank and Patricia posed for a photo before the life-saving kidney transplant

to be his donor," said Lovenstein. "Certainly, I do not know him well, but we are family—military family. Donating to a member of our military family would be an honor and a blessing."

"I was surprised because I really didn't know her that well," recalled Maggelet. "I knew of her and I only met her briefly before through James."

"Initially, it wasn't really much of a surprise to me," replied James Lovenstein. He has long been witness to his wife's extraordinary generosity and her going above and beyond with her care for other people.

Patricia Lovenstein explained, "When I think of giving a kidney to Frank it just feels right. I believe I have been led to this moment simply by following the signs."

Did Frank Maggelet receive any signs?

"My sign was her!" exclaimed Maggelet. "Patricia, from Day One said this is going to happen. I was afraid. I didn't want my kids and wife to get too much hope."

Maggelet had experienced disappointment before. One by one, test results from previous donor candidates proved to be

unsuccessful. Yet, without hesitation, Lovenstein made the 3,000-mile trip to California to test for her candidacy and organ compatibility with Maggelet.

Maggelet remembered his conversation with Lovenstein after her tests. She didn't need to wait for the results. She just knew. "She looked at me and said, 'You know this is going to happen, right?' I said, 'Patricia, I sure hope it will'. So she goes, 'Frank, you don't understand. This is going to happen.' She was confident the entire time."

On Nov. 25, 2015, Maggelet received the official results. "I'll never forget it. It was Thanksgiving eve," recalled Maggelet. His wife and daughter got the call while he was at the dialysis center. When he returned home, his family revealed the good news. Doctors approved Patricia Lovenstein as an organ match.

"My wife started crying, then my girls started crying, then I started crying," remembered Maggelet. "It was so surreal because Patricia always said this was going to happen. It's not that I didn't believe it. I just didn't want to get my hopes up."

Typically, the coordination of such a complicated surgery takes time and Maggelet had no idea how long he would have to wait.

"Patricia was on a mission," Maggelet said. "She made it happen. She told the hospital to book the procedure. She's coming. Patricia was so on top of it. She wouldn't accept a delay for anything."

On January 12, 2016, at UCI Medical Center in Orange County, California, doctors successfully completed the transplant surgeries. Today one of Lovenstein's healthy kidneys fully

functions inside Maggelet, filtering his blood without the need for a machine.

"Having a kidney transplant makes my life so much more enjoyable," said Maggelet. "My prognosis is good. The kidney is working. My life has changed tremendously for the better. I can now be more involved with my family. I have no limitations."

"I am so thankful for her," expressed a grateful Maggelet. "Patricia isn't a woman that knew me well. She just knew I was in the military and I have a wife and kids."

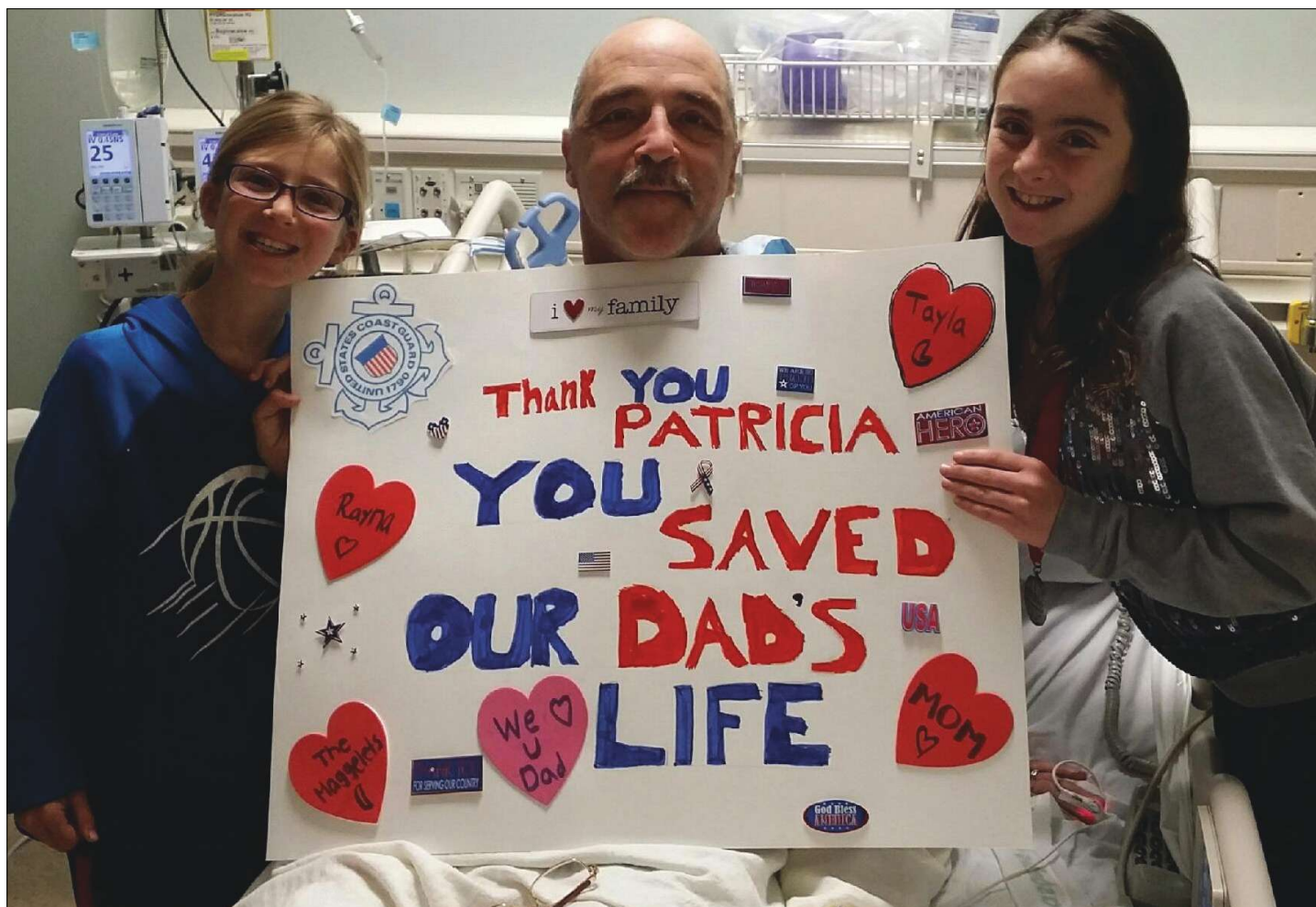
"Our daughter Olivia is a nursing student at University of New Hampshire and a member of the ROTC program," said Lovenstein. "In May she will graduate and be commissioned into the United States Army. As you can see, the military is a huge part of my life." Lovenstein's father also served in the Army during the Korean War.

Lovenstein's husband added, "She's been serving just as long as I have, just not in a uniform. It's amazing what she did for Frank and for her dedication to the military."

As Ralph Waldo Emerson once wrote, "To leave the world a bit better... to know that even one life has breathed easier because you have lived. This is to have succeeded."

"Frank gave 32 years to our country and I'm honored to have done [what I did]," said Patricia Lovenstein. "And to see him with his two young girls after surgery and to know that he has a greater opportunity ahead of him, has made all this worthwhile. My heart is full of joy and gratitude."

— Story by PA1 Gina Ruoti,
Sector Los Angeles-Long Beach, 11th District

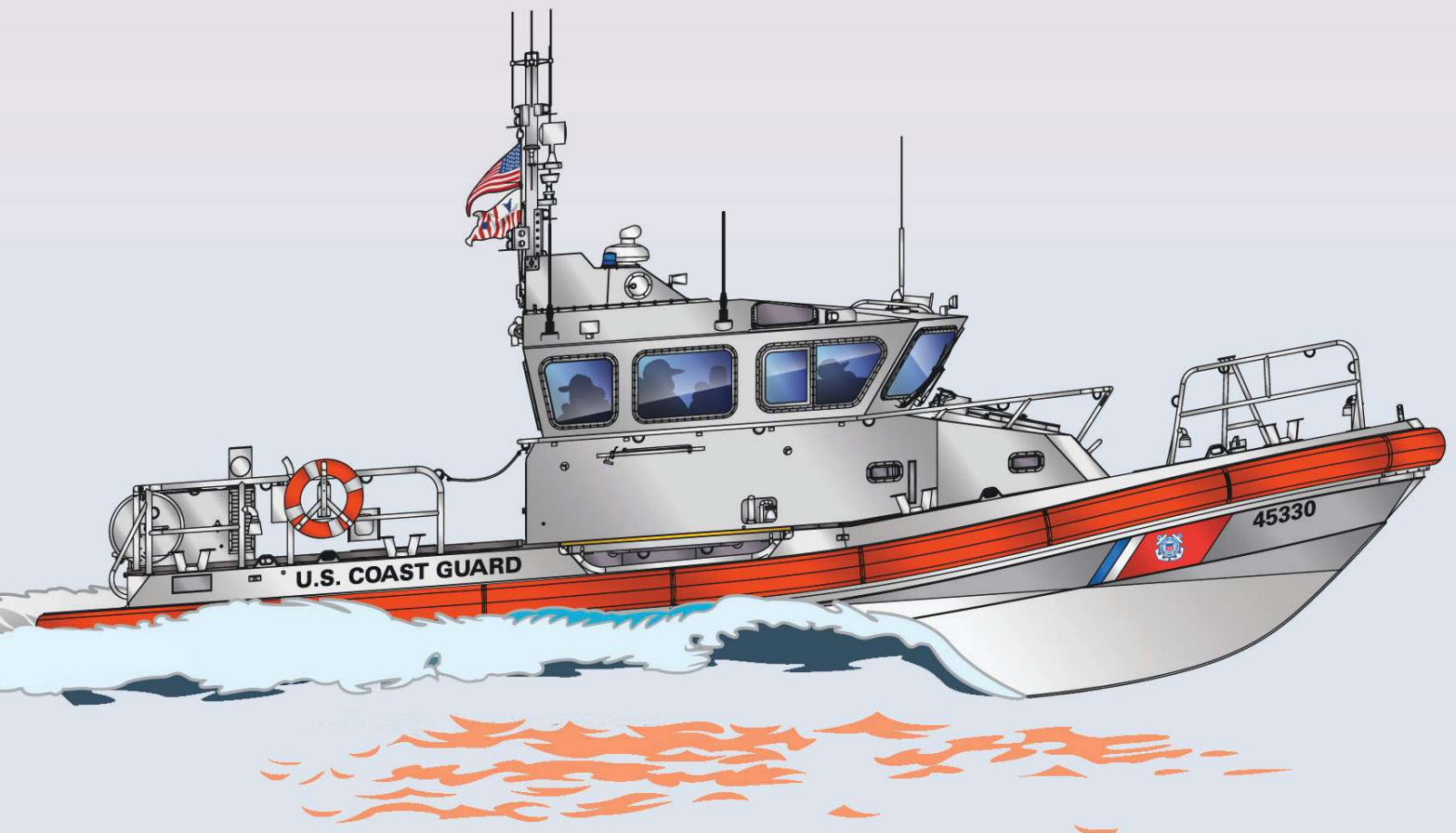


Frank with his daughters, Tayla and Rayna, in the the recovery room after his transplant operation.



**CREATED ON FEBRUARY 19, 1941,
THE COAST GUARD RESERVE HAS BECOME AN
INTEGRAL PART OF THE NATION'S ABILITY TO
PROTECT ITS MARITIME INTERESTS
BOTH AT HOME AND ABROAD.**

**FOR 75 YEARS, THE COAST GUARD RESERVE HAS
MAINTAINED ITS HERITAGE OF *PATRIOTISM*,
PROFESSIONALISM AND *PREPAREDNESS* TO REMAIN
ALWAYS READY
WHENEVER AND WHEREVER NEEDED.**



CONTINGENCY RESPONSE



HOW A NEW PEACETIME MISSION RE-ENERGIZED THE COAST GUARD RESERVE



**STORY BY
CWO2 ANASTASIA DEVLIN, USCGR**



Coast Guard Historian

**IN RECOGNITION OF THE COAST GUARD RESERVE'S 75TH ANNIVERSARY,
THE STORY BELOW IS THE SECOND IN A SERIES LINKING THE ORIGINS OF THE RESERVE
TO THE MISSIONS OF TODAY. IN THIS ISSUE WE PUT THE SPOTLIGHT ON
CONTINGENCY RESPONSE.**

In the early 1970s, Coast Guard reservists were coming back from the Vietnam War, but they were reporting to units that weren't prepared to keep them trained and ready for the next operation. Reservists maintained their own command structure. Training was insufficient, inconsistent and disorganized. Without orders for operations, reservists had very little interaction with the active duty.

Master Chief Forrest Croom (ret.) became a Coast Guard reservist in 1967. When he reported to the Armed Forces Reserve Training Center (AFRTC) in Chicago, he was disappointed and frustrated by the lack of purpose.

"When I first joined, the reserves were basically reserves in name only," said Croom. "They were separated into different units, they were trained at different facilities or AFRTCs. Training itself was terrible. [The reservists] weren't accomplishing anything that would better themselves."

He worried that when the reservists were called up again they wouldn't have the training for what they'd be expected to do.

Cmdr. Maureen Whitehurst, a 19-year veteran who retired in 1994, agreed, saying that when she enlisted her command didn't seem to know what to do with her, and she spent a lot of her time (as a yeoman) typing and filing. "I was at an ORTUPS (Organized Reserve Training Unit Port Security), and I know now that I was training myself. I occupied myself with practical factors and whatever I thought would earn a paycheck."

As if they were being held on retainer for the next war, the reservists waited with no formalized upkeep. The regular

Reserve wasn't functioning in a reliable, standardized way, and the Coast Guard considered abandoning the program entirely.

Master Chief Croom remembered two examples from his unit in Chicago. In the first, he knew a first class boatswain mate in the Coast Guard Reserve who was also a lieutenant in the Chicago Harbor Patrol. He was untrained by the Coast Guard, but he turned out to be a huge resource to the active duty because of his police training. In the second example, a first class machinist mate was able to repair boats for the Coast Guard, not because of his training, but because he was a professor at the Illinois Institute of Technology.

The Reserve was talented. Croom knew that many of the reservists had stories like these but were being overlooked by the active duty because of a perceived lack of training.

In 1972, the restrictions on the use of the Reserve changed. Title 14 of the United States Code authorized involuntary active duty for Coast Guard reservists for emergency augmentation of regular forces for natural or man-made disasters. The original authorization was for "...not more than 14 days in any four-month period and not more than thirty days in any one-year period..."

The involuntary recall was first used in 1973, to assist with flood operations in the Midwest. Coast Guard reservists were called up to help evacuate people from their homes.

Cmdr. Joseph Cosgrove (ret.) was a reservist out of a small Coast Guard Marine Safety Office in St. Paul, Minn. He happened to be doing his two weeks of active duty during the 1978 Red River Flood in Grand Forks, North Dakota. He was sent to the

flood zone to manage a team of Coast Guard active duty who specialized in aids-to-navigation maintenance, boating safety and marine safety.

Cosgrove said in the late seventies, the active duty and the reservists began working together more regularly, though he said, "there wasn't a lot of training. There were certain all-hands trainings, but a lot of it was OJT (on-the-job training)."

The next recall didn't occur until the Mariel Boat Lift, when Fidel Castro opened the Cuban border to let 125,000 people depart Mariel Harbor for the U.S. According to the book *Castro's Ploy - America's Dilemma: The 1980 Cuban Boatlift*, Coast Guard reservists provided backup crews at small boat stations, while active duty boat crews were sent to the Florida Keys to assist in the migrant crisis. Reserve boat crews also reported to Group Key West, Fla., to aid in search and rescue efforts, as well as stopping southbound boats. More than 900 reservists would be called up in a six-week period in the summer of 1980.

The Reserve and active relationship began to take shape as reservists realized they had a place, and operations to train for. Croom, who would go on to become the first Master Chief of the Coast Guard Reserve Force in 1991, said training became better and better as the reservists began working more often alongside the active duty. This concept of shadow training increased the active duty's respect for the reservists, and Croom said this gave the reservists themselves a sense of pride they hadn't truly had before.

In 1989, Lt. Cmdr. Susan Shanahan (ret.) was a brand new Coast Guard petty officer in her late teens when the tanker Exxon Valdez spilled millions of gallons of crude oil into Alaskan waters. Shanahan, who'd never left her home state of Texas, volunteered immediately to spend her summers in between college classes in Anchorage, Alaska, but said no training could have prepared her for her experiences.

"I monitored crews of native Alaskans with a clipboard of paperwork, I measured oil being cleaned off the rocks, I flew around on Army helicopters," said Shanahan, who left the Coast Guard in 2014. "It was that experience that made me want to go active duty. My second summer after Exxon Valdez, I decided to integrate."

Capt. Rob Buckles (ret.), a marine safety expert in the Coast Guard and in his civilian job, served as operations officer for the Exxon Valdez response, and he said a lot of the reservists who were recalled provided necessary administrative support. This freed active duty personnel, who were more experienced in spill response, to attend to specialized tasking.

"Valdez was such a tiny place, and it's 300 miles by car [from Anchorage]," said Buckles, who retired in 2001. "They had several hundred people come on active duty, and they just weren't prepared to handle that. The Reserve Component supplied them with storekeepers and yeomen to handle housing and admin. We had reservists in the field acting as observers, making sure the cleanup was getting done properly."





Buckles remembered one Exxon employee saying, "I thought the Coast Guard was small!" Buckles told him, "Almost all of us here are reservists." In fact, 65% of the Coast Guard's responders in the Alaskan disaster came from the Reserve.

Then-Commandant Adm. Paul Yost, in his 1989 remarks to the Senate Committee on Commerce, Science and Transportation, said, "Mr. Chairman, the Exxon Valdez spill and the three recent spills in Rhode Island, Pennsylvania, and Texas, have served as startling reminders of the need to be ready and to have adequate resources to respond to such events."

The Coast Guard was learning how much it leaned on its reservists for surge staffing in disaster operations. Floods, hurricanes, oil spills, migrant operations -- contingency after contingency, a request or recall for reservists was becoming standard.

In 1991, Title 14 was amended and all values were, in essence, doubled. The original 14 days (in four months) was changed to 30, 30 days was changed to 60, the period of one year was changed to two years, and the authority to recall was delegated to the Secretary. (The original authority required Presidential approval.)

The change seemed to come just in time. A year later, Category 5 Hurricane Andrew struck South Florida, killing 26 people, leveling 25,000 houses and leaving \$25 billion in damage. Master Chief Potenciano "Paul" Ladut (ret.), a seasoned Coast Guardsman and HVAC expert, was one of the reservists recalled. He spent the month of November rebuilding Coast Guard housing in Homestead, Fla.

While it was a far cry from the boat crew work he was used to as a Reserve senior chief, Ladut was a Coast Guard civilian who worked on the boilers of four federal buildings in New Orleans.

"As an MK (machinery technician), you do a little bit of everything," said Ladut. "We did whatever we had to do to get the housing back to standard."

Though the relationship between active duty and reservists became closer and smoother, the Reserve force was being downsized. In 1998, Reserve strength was over 12,500, but only three years later, it was reduced by more than a third to 7,500.

According to the book *Rogue Wave*, the days before the terrorist attacks of Sept. 11, 2001, almost 1,000 reservists (13% of the Reserve) were already on active duty in various jobs.

When the planes hit, then-Commandant Adm. James Loy knew he'd need his Reserve force and he tried to get a recall request to Secretary of the Treasury Norman Mineta. The Secretary had been taken to secure spaces within the White House and was already dealing with the crisis as part of one of his other duties – overseeing the Federal Aviation Administration. Loy eventually got through, got authorization to execute the call-up.

More than 2,700 reservists would be mobilized in the weeks and months following, meaning almost 50% of the Reserve was serving in the Coast Guard over the year after the attacks – the largest mobilization of Coast Guard since WWII.

In the next few years, a wave of storms, including HURRICANES KATRINA, RITA, and WILMA, brought activations to a high of 69% by late 2007. The domestic disaster response mission was making the Coast Guard Reserve the most relevant it had been since its inception in World War II.

When the Deepwater Horizon oil rig exploded in 2010, causing the largest maritime oil spill in history, the Coast Guard issued recalls for another 2,500 reservists to assist – the largest Title 14 mobilization in U.S. history. More than 400 reservists accepted active duty for operational support, or ADOS, orders to continue to staff the response following their Title 14 orders.

And according to Rear Adm. David Callahan's 2011 testimony before the House Committee of Armed Services, "Had it not been for the voluntary response by mobilized reservists to remain on active duty, the Deepwater Horizon event would have reduced the available force to less than 35 percent of strength."

Though size of the Coast Guard Reserve continues to decrease, the need for a strong Reserve force is greater today than ever before. In her 2011 article in *The Officer*, Vice Adm. Sandra Stosz said only 60% of the Coast Guard's 7,600-strong Reserve force was able to be mobilized for Deepwater Horizon due to various constraints, but she hoped to one day restore the Reserve to its funded strength of 8,100.

Today, the Reserve is constantly training for the next contingency. The Coast Guard has never seen a more educated, trained, or dedicated Reserve force.

What makes each reservist so valuable at a response, said Cmdr. Whitehurst, is their innate flexibility. Whitehurst said her time deployed to the response in South Carolina for the Category 4 HURRICANE HUGO was something she couldn't have trained for – no electricity, all aids-to-navigation moved, the Charleston, S.C., harbor closed.

"You just train your people to be adaptable and flexible," said Whitehurst. "In HUGO, we were running helos off the pier. Our [damage controlmen] built boardwalks so we could get across the mud. We distributed handwritten messages on paper. There were no rules for something like that."

Adaptability, flexibility, and dedication – the mark of the Reserve; mirrored in its core values of professionalism, patriotism and preparedness.

This all-volunteer force composed of educated professionals and seasoned first responders has made itself relevant. Forty years ago, the Reserve may have been still searching for its purpose, but today, the full-time Coast Guard looks to its Reserve as part of the first-line of defense during times of attack, and natural and man-made disasters. Domestic disaster response didn't put the Reserve on the map, but they seem to have kept them there. ≈

EDITOR'S NOTE: Learn more about the Coast Guard Reserve's history in the third part of our series, detailing *Integration forward to the future*, due out later this summer.

Throughout our 75 year history our people and platforms have maintained an amazing flexibility and agility to respond to domestic disasters. From acknowledging the value women bring to the workforce, to responding to natural, man-made, and geopolitical crises, the mission remains the same – protecting, assisting and defending our nation.



RESERVIST MAGAZINE

USCGR: 75 YEARS OF SERVICE





PREPAREDNESS:

THE CORNERSTONE OF SEMPER PARATUS

Being prepared is central to the Coast Guard's ability to execute its many steady-state missions while simultaneously being ready to respond to both planned and unplanned surge operations. The Service's motto – Semper Paratus – Always Ready – serves to underscore the value and necessity of preparedness.

As the Coast Guard's "surge force in garrison," Coast Guard reservists are constantly training, attaining and honing the skills that will be needed for a range of contingency and surge response requirements.

The following articles highlight how present-day Reserve personnel, within the CG's Mission Support world-of-work, are following in the footsteps of their predecessors to find new and innovative ways to train and maintain their individual and collective preparedness.

USCGR: 75 YEARS OF SERVICE



R-MATS POISED TO CHANGE HOW RESERVE ENGINEERING RATINGS TRAIN

**STORY BY PA2 EMAIA RISE AND PAC JOHN D. MILLER,
5TH DISTRICT PUBLIC AFFAIRS**

Servicewide exam questions on the history of the Coast Guard Reserve typically address the heroic moments in the component's 75-year history: Dates of wartime mobilizations, number of personnel recalled for oil spills, names of flooded rivers.

But the last three-quarters of a century has also had record of less dramatic moments: An equally but quietly successful story of workforce evolution so reservists are ready to make that testable history. Reserve units have been formed and disbanded, for example, and ratings have been added in support of new initiatives.

This year's Reserve Diamond Jubilee coincides with another noteworthy internal change, this time for its engineering departments. Following a successful pilot program, new Reserve Maintenance Assist Teams (R-MAT) will soon work as part of active duty Coast Guard Naval Engineering Departments (NED).

Reserve machinery technicians (MK), damage controlmen (DC), and electrician's mates (EM) will be assigned to these teams to better develop their skills, their careers and the Reserve's ability to respond to daily challenges and historic moments.

The R-MAT was a product of a 2014 occupational analysis of the machinery technician rating and a by-product of the Boat Forces Reserve Management Plan. The findings revealed a gap in the training of the Reserve's engineering workforce. Most personnel were not afforded the opportunity to work on multiple platforms, the knowledge of which was necessary to advance and to maintain the skills needed in case of mobilization.

"Prior to this, on drill weekends we weren't doing what the active duty" usually did during their workday, says DC1 Phil Prisco, one of the first personnel assigned to the R-MAT pilot at Base Portsmouth, Va., in November 2014.

"We did it to ourselves" over time, acknowledges Capt. Jennifer Grzelak-Ledoux of the inadvertent training bottleneck, which she explains was an unexpected product of new platforms and limited accessibility to them on drill weekends. Capt. Grzelak-Ledoux and her team worked very closely with Cmdr. Travis Rasmussen of Surface Fleet Logistics Center (SFLC), and Base Portsmouth (Cmdr. Loring Small and MKC William Boyle) to develop the R-MAT Concept of Operations (CONOP) and build the ideal billet construct. The R-MAT CONOP created an opportunity to improve how the Reserve Component's engineering workforce trains.

A handful of Reserve MK, DC, and EM billets were reprogrammed to develop a team whose skills and structure paralleled the active duty Maintenance Augmentation Teams that are already part of the NEDs, says MKC Bill Boyle, who collaborated with Grzelak-Ledoux to help stand up Base Portsmouth's R-MAT. Like their active duty counterparts, the members of the R-MAT can be deployed individually or in skill-specific teams to wherever a cutter may be experiencing an engineering casualty. Moreover, in the event of a natural disaster or other crisis, R-MAT members could potentially deploy as a group.

But the comparative advantage of the R-MAT concept, especially for its members, is already experienced every month versus in the hypothetical future. Namely, every drill weekend, MKs, DCs, and EMs are doing hands-on, rating-specific repairs and maintenance needed to expand and to maintain their own skills.

One April morning at Base Portsmouth, for instance, the dozen current members of the R-MAT are spread across its engineering shops, ATON yards and piers. A handful of DCs are building a paint booth. An MK is assembling the square steel molds to pour concrete sinkers used to hold buoys in place. Other MKs are performing preventative maintenance on the USCGC LEGARE. MKC Sheldon Harley and MK1 Greg Domaleski have their heads wedged under seats in a Maritime Security Response Team (MSRT) small boat as they re-assemble it following an overhaul.

"Every weekend is a different experience," said Harley once the seat he was working on was secured to the response boat's deck. "We worked on a cutter last month, this MSRT boat this month, maybe a cutter again next month. For a reservist, the chance to work on a cutter is rare, so that's pretty exciting."

As Harley suggests, the R-MAT is benefitting its members' morale as well their skills.

"When we're doing important stuff, there is more incentive to drill," explains Prisco, who adds that some of these new billets are also being assigned competencies that enable or require "C" school attendance. He and Harley anticipate that the availability of "C" schools and the new on-the-job training may facilitate advancement, including better scores on exams.

The belief in the R-MAT's value is also shared by those who work full-time in Base Portsmouth's engineering shops. Before each drill, civilian employees and active duty members prioritize the R-MAT's tasking, get out the needed tools to save time, and provide any guidance. Sometimes that's all that is necessary.

"We'll explain first what needs to be done, then they just go to town," says Tony Johnson, a retired U.S. Navy damage controlman and now a boat builder at the Industrial Boat Shop at Base Portsmouth. Standing next to the MSRT boat, which must be delivered in the next five days, Johnson gives a thumb's up as he touts the value of the R-MAT. "It helps out a lot having them here—they really speed up the process. We'd be scrambling if they weren't helping out."

Since standing up the R-MAT, Boyle has seen the team grow as word spreads that MKs, DCs, and EMs are doing the tasks they went to "A" school to learn. Now members of those ratings are coming to him to learn more about the pilot, which Boyle says is a sign that the concept is "getting interest" at the deckplate level. A similar pilot program was stood up at Base Boston with similar results. Following the necessary approval, Boyle anticipates adding 10 to 12 billets at the Portsmouth R-MAT. And success is breeding emulation elsewhere, as R-MATs will soon be rolled out at Bases Alameda, Charleston, Honolulu and Miami.

Each boat seat installed or concrete mold assembled by an R-MAT member will itself likely be unmemorable. But these

mundane moments quietly signify another positive milestone in the 75-year evolution of the training of the Reserve workforce; a success allowing reservists to remain always nimble and always adequately prepared to respond when history calls. ≈



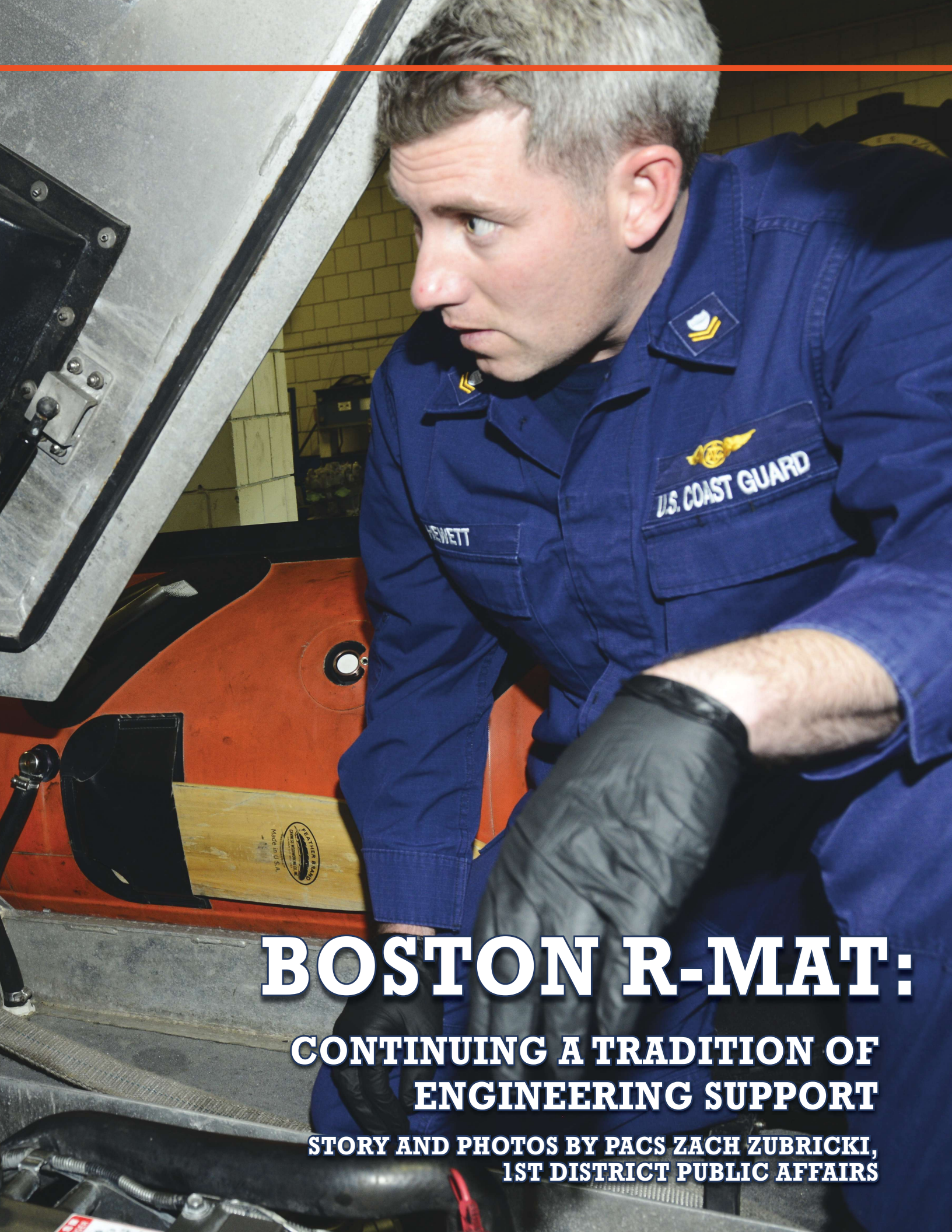
LEFT: U.S. Coast Guard Petty Officer 2nd Class Jamie Hudson, an electrician's mate, and Petty Officer 1st Class Phil Prisco, a damage controlman, build a paint booth at the Naval Engineering Department at U.S. Coast Guard Base Portsmouth on Sunday, April 17.

OPPOSITE: Petty Officer 2nd Class Justin Davis, a Reserve machinery technician assembles cement molds for buoy anchors at the Naval Engineering Department at U.S. Coast Guard Base Portsmouth on Sunday, April 17

Photos by Petty Officer 3rd Class Chiara Sinclair

USCGR: 75 YEARS OF SERVICE





BOSTON R-MAT:

**CONTINUING A TRADITION OF
ENGINEERING SUPPORT**

**STORY AND PHOTOS BY PACS ZACH ZUBRICKI,
1ST DISTRICT PUBLIC AFFAIRS**



U.S. Coast Guard reservists and members of the Reserve Maintenance Assist team pose for a group photo at the Naval Engineering Shop at Base Boston.

Coast Guard Seaman 1st Class Frank DeVellis from Cambridge, Mass., was aboard a 382-foot U.S. Navy Landing Ship Tank (LST) on April 1, 1945. U.S. Naval Forces were beginning the invasion of Okinawa in the Pacific during WWII. DeVellis was just 20 years-old.

"It was about mid morning," said 91-year-old DeVellis from his Florida home. "It was a regular day, about 70 degrees. But I wasn't thinking about the weather all that much. We had Kamikaze airplanes and bullets flying over our head. It was July 4th, 50 times over. Battle wagons and cruisers were firing over and enemy forces were shooting at us. We were caught in crossfire. It was the loudest thing I have ever heard. We were right in the middle of a war."

DeVellis was a member of deck forces mounting a 20-mm anti-aircraft gun on the starboard side forward between amidships and the bow. He and his shipmates were able to shoot at least one Kamikaze plane down. Meanwhile below, members of the ship's black gang kept the engines running as the gray hull lurched toward the beach.

"There were oilers and engineers down below," DeVellis explained. "Black gang had a job to do and they did it well. Everyone had to do their job."

DeVellis and all the men aboard would be stranded on that beach for the next ten days with "the bow hung up in coral and sand." DeVellis said he ended up with a lifetime full of memories, some not so easy to forget.

The LST, which DeVellis called a floating coffin, was eventually freed from the beach by engineers blasting charges as the "black gang hit the engines in full force."

"We finally got off and made it to Saipan for repairs," DeVellis explained, his voice as strong and clear as a man half his age. DeVellis was wounded in action at Okinawa and was awarded a Purple Heart.

He explained later in the deployment the LST was caught in a Typhoon while underway in the Pacific near Okinawa. His buddy, Emilio Romano, from the Italian section of Boston's North End was on the deck. He was trying to weld deck plates in heavy seas and keep everything together.

"We went on to be life-long friends," said DeVellis of his buddy, who has since passed away. "I remember going to the North End with him and getting a pizza."

You can still get a great pizza in Boston's North End, and you can still find black gang members hard at work welding, turning wrenches, and fixing cutters and small boats at the Naval Engineering shop across the street at Coast Guard Base Boston. The same spirit of teamwork and can-do attitude exhibited by DeVellis and his generation doesn't seem to have changed all that much when you talk to members of the Boston Reserve Maintenance Assist Team (R-MAT) attached to the Base Boston Naval Engineering Department (NED.)

The Coast Guard Reserve is celebrating its 75th Anniversary throughout 2016 and Frank DeVellis served with charter

members of the Reserve workforce two generations ago.

Today's missions have changed. Yes, the Reserve still has personnel attached to Port Security Units (PSU) ready to go into harms way overseas. But another major mission of the Reserve is domestic contingency response.

"If the active duty is called up to respond to an emergency, then our job as reservists is to backfill them here, and that is why we train on our weekend drills with them side by side so we can have a good working knowledge of what their job is in the event they are deployed," said MKC Jeff Schechtweg, a reservist of 15 years from South Windsor, Conn. "If they [the active duty] go, then we are ready to step in," Schechtweg said, who in civilian life is a high school teacher in Hartford, Conn.

The active side is organized in Boston and elsewhere around the Coast Guard into Maintenance Augmentation Teams (MAT), a concept developed by many in the engineering community at headquarters and in the field. R-MATs were created to assist active duty MATs.

"The R-MAT is designed to provide meaningful rate specific training and qualification opportunities to Reserve MKs, EMs and DCs at all levels," explained active duty member Lt.j.g. Jessica Snyder from her office in Norfolk, Va. "The primary focus of the R-MAT construct is to ensure that proper training is available to reservists. In addition, there will always be weekend maintenance for the vessels located at the base."

Snyder works closely with Capt. Jennifer Grezelak-Ledoux in the Director of Operational Logistics Branch (DOL-1.)

Both explained the active MAT and R-MAT teams have been developed to further readiness, performance, and support of cutter based operations.

This means a great deal of effort by the R-MAT goes into providing maintenance for 23-foot Over the Horizon Cutter

Boats (CB-OTH) attached to 270-foot WMECs, which operate out of 1st District ports such as Boston and Kittery, Maine.

"Reserve MKs, EMs and DCs are regularly relied upon to complete scheduled Maintenance Procedure Cards (MPCs) for CB-OTHs, allowing active duty technicians more time to focus on challenging corrective maintenance," Snyder said.

"With the new MPCs I am able to just print them off and give them to the R-MAT," said MK1 Sheldon J. Bond, an active duty member of the Boston MAT. "We really appreciate the [R-MAT.]"

The month of May might be safe boating month in the Coast Guard's 1st District, but safe boating takes on a whole new meaning when CB-OTHs are concerned, according to Bond. A 23-foot marvel of engineering, CB-OTHs are equipped with a powerful diesel engine mounted to an I/O stern drive.

"It's the pursuit intercept boat," said Bond. 270 crews use the boat for migrant interdiction, anti-narcotics, and fisheries boardings. It's the 270's main platform they use to launch for fast response. And now, instead of a cutter owning the OTH maintenance, we have removed that, and when they get underway they are given an OTH that is fully mission capable and ready to go."

The Boston MAT and R-MAT black gang shares a bond with the engineers DeVellis served with aboard the LST, explained MKC Kevin M. Kennedy, who has been a reservist for 24 years and deployed to Bayonne, N.J., during the response to the Sept. 11, 2001, Terrorist attacks. "It gives you a great sense of pride to know you are making equipment run right when it has to," Kennedy said. "You may not see us all the time, but when we put our names on those MPC cards, we own it."

Kennedy explained it doesn't matter whether deck forces are shooting down enemy planes in WWII, or sneaking up on drug runners through heavy surf somewhere in the Caribbean in the



Petty Officer 2nd Class Dan J. Cutler, a machinery technician from West Yarmouth, Massachusetts, performs maintenance on a diesel engine aboard Coast Guard Cutter OCRACOE.



From left, Petty Officer 2nd Class Colin Thurston, Petty Officer 2nd Class Dan J. Cutler, and Petty Officer 1st Class Paul A. Hudson, all Coast Guard reservists, pose for a photo in front of Coast Guard Cutter *OCRACOE*, a 110-foot patrol boat based out of South Portland, Maine, at Base Boston.

middle of the night aboard a CB-OTH. Deck forces are supported by the black gangs that have to make sure machines work when failure is not an option.

Kennedy notes that morale has improved for members of the Reserve workforce that chose to join what are considered sea-going rates. "We have a lot of work now in our rate," he said. "The only way you're going to advance is getting work in your rate and getting experience. And, you're not going to be very effective if you are called up to active duty during an emergency without enough training. The whole point of our team is to get proficient on what the active duty crew does on a regular basis. If we get Title 10 (contingency) orders and get pulled away, now we will be ready to go."

The R-MAT doesn't just work on small boats. They help service cutters that cycle into Boston on a regular basis like CGC *OCRACOE*, a 110-foot patrol boat from South Portland, Maine.

"MAT Boston has been working with the *OCRACOE* during the work week," said Bond. So now on a weekend the R-MAT "is jumping right in and helping out."

This included changing a pump for the port side engine jacket water pre-warming system, which circulates and warms the jacket water through the engine. This system prevents circulating dead cold water through the engine when first fired up, according to DC1 Paul Hudson, a reservist from Haverhill, Mass., who on the outside works for the Gloucester Fire Dept.

The R-MAT also has mobile capability to drive to ports like Kittery and service cutters and equipment there, according to DCC Steve Hammerton, who resides in Lisbon, Maine, with his wife and two kids.

"We have a lot of guys who have prior active duty experience, and that helps out a lot," Hammerton said. "If there is a need to

send people around the district to fix stuff, then we will have no problem doing that."

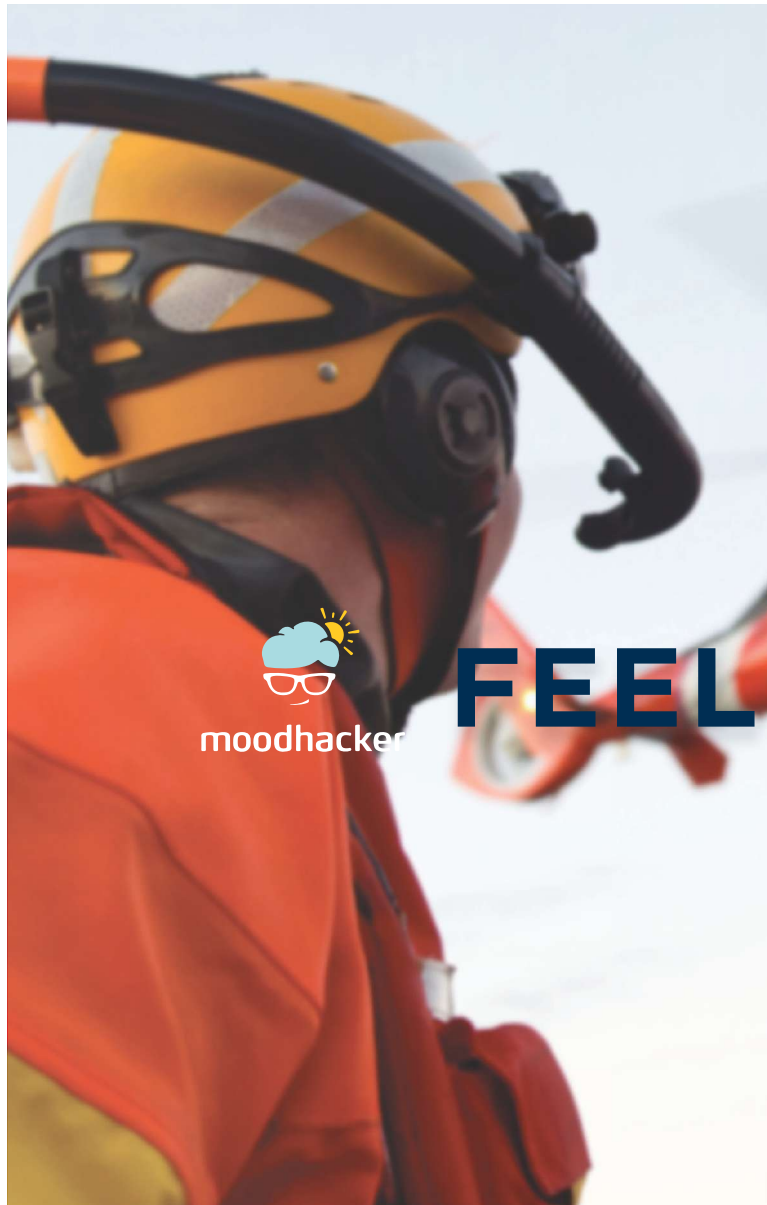
Cmdr. Jon D. Baker, Naval Engineering Dept. Head of the Base Boston NED, said everyone from Headquarters and in the field, both active and Reserve, "have worked hard to improve employment and utilization of reservists in performing critical cutter and boat maintenance. "The first key to the successful partnership was the assignment of active duty naval engineers to work alongside their Reserve counterparts on IDT weekends."

Baker, also the Surface Force Logistics Center's 1st District Regional Naval Engineer, further explained "the NED Boston leadership gained the trust and confidence of 270' WMEC engineering departments, and pride in ownership and craftsmanship has increased."

Junior members of the R-MAT agree, according to EM2 Matt Kinney who works as a full time HVAC tech when not on IDT. "With EM being primarily a shipboard rate, it's far easier now to get your PQS advancement quals done at an R-MAT team," said Kinney.

EM2 Jerod R. Laflamme, a self employed electrician from Chicopee, Mass., and nominee for the 2015 1st District Reserve Enlisted Person of the Year, summed it up this way. "It's been so great becoming more involved with our work and becoming a kick butt group. With the new command structure, we have been able to reach out to other units to provide assistance with (rate) advancement. We have a lot of work to do now, both here and around the district."

Members of the Boston R-MAT clearly explained with pride how they are continuing a tradition the Reserve workforce has been carrying out for 75 years: serving and supporting the active duty work force so the Coast Guard can execute its missions. ≈



FEEL BETTER



CG SUPRT has launched a new mobile, self-management intervention based in CBT and Positive Psychology that can help CG SUPRT eligible members track, understand, and improve their mood, and become more resilient. **It is available at any time, on any smart phone, tablet, and desktop.**

HOW IT WORKS:

MoodHacker encourages self-management through a practical, real-life, and holistic intervention approach. Healthy habits that encourage physical activity, sleep, nutrition, and social support are woven into the user experience. Knowing which activities affect us in a positive way helps us plan healthier, happier days.

The app is used daily to rate mood, chart positive activities, and keep personal notes on what was motivating or challenging. Then users can view 7-day and 30-day charts to see what's working and what can be improved.

Personalized messages guide users on a proven intervention pathway and relevant feedback about what is working encourages users to stay on track. Helpful resources incorporated within the app, such as animated videos and articles, communicate key points.

MoodHacker is available to USCG Active Duty members, civilian employees, members of the Selected Reserve, and their family members. Services are free and confidential within the limits of the law. To get started, click on the link to "On-Demand, Personalized Resilience Building" on the CG SUPRT homepage.

The CG SUPRT Program is free and confidential within the limits of the law. It is also easy to access. Help is available 24 hours a day, 365 days a year— at **855-CG SUPRT (855-247-8778)** or online at **www.cgsuprt.com**

THE CELEBRATIONS



PORT SECURITY UNIT – 311



**IN FEBRUARY THE COAST GUARD RESERVE
CELEBRATED IT'S 75TH ANNIVERSARY, BUT
THE CELEBRATIONS LAST ALL YEAR**



SECTOR HOUSTON- GALVESTON

PACIFIC AREA



SECTOR DELAWARE BAY



Petty Officer 2nd Class James Grant, a dog handler with Marine Safety and Security Team 91101 Seattle, explains the training of his law enforcement canine, Sonya, to reservists and their civilian employers, Feb. 19, 2016. The Employer Support of the Guard and Reserve sponsored a tour of Coast Guard Base Seattle for the 75th anniversary of the Coast Guard Reserve.

Photo by Petty Officer 2nd Class Ayla Kelley

75TH ANNIVERSARY OF COAST GUARD RESERVE BRINGS RESERVISTS AND EMPLOYERS TOGETHER

STORY BY PA2 LARA DAVIS, 13TH DISTRICT PUBLIC AFFAIRS

When reservists report to duty, many civilian employers can only imagine what that duty entails. But on February 19, the 75th Anniversary of the Coast Guard Reserve, several business and civic leaders in the Pacific Northwest experienced what a typical day on duty might look like at Coast Guard Base Seattle.

The event was sponsored by the Employer Support of the Guard and Reserve (ESGR), an organization which promotes cooperation and understanding between civilian employers and their National Guard and Reserve employees. Those invited included approximately 25 reservists from different branches of the military and their supervisors. For many employers, the experience was a source of firsts; to see a military base, to hear a variety of perspectives from reservists themselves and to gain new insight as to what an employee does in a Reserve capacity. It also provided reservists with an opportunity to say thank you to their civilian employers' for their support.

Throughout the day, employers expressed their own gratitude for the work that continues beyond their employees' civilian duties and, sometimes, outside of public view.

"I really enjoyed the day with the members of the Reserve and the other civilian employers," said Chris Loftis, an executive director with the Kent School District. "The skills and maturity the job gives and demands creates very valuable employees and job candidates. I couldn't be prouder to say I have a member of the Coast Guard Reserve on my staff."

Additionally, the event allowed for open dialogue of the unique challenges faced by reservists, including the need to fulfill both civilian and military responsibilities while balancing personal

and family life.

"In today's Coast Guard we ask more than ever of our Reserve members," said Capt. Matthew Stuck, Coast Guard 13th District, Reserve chief of staff. "Members have to balance their full-time careers, their personal lives and the requirements of a military service, most of which cannot be completed in just one weekend a month and two weeks a year. The support of our members' families and civilian employers is crucial for the individual to be successful and the needs of the Coast Guard to be met."

Reservists and their employers traveled from building to building on base, hearing about a wide variety of missions. The group learned about search and rescue, law enforcement, and vessel inspections, using underwater photography and technology.

The morning culminated with tours of the small boat station and the 378-foot Coast Guard Cutter *MIDGETT*. One highlight of the tour was when Petty Officer 2nd Class James Grant and his four-legged companion, Sonya, gave a demonstration of how canines are utilized to fulfill security needs.

A luncheon provided the opportunity for reservists and ESGR staff to present civilian supervisors, nominated by their Reserve employees, with the Patriot Award in appreciation for their unwavering support for the Guard and Reserve.

Employers in attendance spanned a range from both public and private entities. What they all had in common was the willingness to do more with less at times of national need and an appreciation for their employees and the work they do, both on and off the clock.



SAN FRANCISCO BASED PORT SECURITY UNIT HONORS THE 75TH ANNIVERSARY OF THE COAST GUARD RESERVE.

STORY BY LT. DAWN BLACK, PSU 312 FORCE READINESS OFFICER

Coast Guard Port Security Unit (PSU) 312, based in San Francisco, Calif., took a few moments out of an intensive training schedule on February 19th, 2016, to celebrate the 75th Anniversary of the Coast Guard Reserve. The Auxiliary and Reserve Act of 1941, signed on February 19th, designated the Coast Guard Reserve as a military branch of the Armed Forces. The officers and crew of PSU 312 marked the occasion with a ceremony reflecting on three quarters of a century of dedicated service by men and women of the Coast Guard Reserve, the distinguished history of Port Security Specialists, and the past eleven years that PSU 312 has been part of that historical effort.

Since World War II, Coast Guard Reserve men and woman have served in major conflicts from the beach heads of France and Iwo Jima to the sands of Southwest Asia. PSU 312 proudly continues this tradition, having deployed overseas on three separate occasions since its commissioning in 2005. The unit's first deployment was to Guantanamo Bay, Cuba, in support of OPERATION ENDURING FREEDOM and the GLOBAL WAR ON TERRORISM. In 2010, PSU 312 deployed to Kuwait in support of OPERATION IRAQI FREEDOM. 2014 saw the unit in Guantanamo Bay once again, returning to San Francisco in January 2015 after a nine-month deployment.

"What makes working at Port Security Unit 312 a rewarding job for me as a member of the Coast Guard Reserve, is that the reservists play a pivotal role in the unit's success. While this is a challenging assignment, we know that our efforts contribute to the success of the team," said Machinist Mate 1st Class William Hernandez of Concord, Calif.

Port Security Unit 312 is comprised of 133 Selected Reserve personnel and six active duty members, accounting for 12% of the 1,115 reservists billeted in the state of California. An expeditionary warfare unit specializing in maritime anti-terrorism/force protection and port security in support of military or humanitarian operations worldwide, PSU 312

maintains garrison facilities as a tenant command of Coast Guard Air Station San Francisco.

Joining the unit to celebrate 75 years of patriotism, professionalism, and preparedness were Capt. William Timmons, Pacific Area's Chief of Future Operations, Cmdr. Thomas Evans, Deployable Specialized Forces Section Chief, Cmdr. Sarah Reed, Reserve Deployable Specialized Forces Support Branch Chief, and Cmdr. Michael Campbell, Commanding Officer Air Station San Francisco. Cmdr. Evans stated, "The mission in Guantanamo Bay Cuba performed by Port Security Units is one of most relevant Port, Waterways, and Coastal Security missions in the Coast Guard today."

Officers and crew alike are proud to be a part of the Northern California and Bay Area community. PSU 312's Reserve work force includes employees of many local businesses and public agencies, from well known companies such as Google and Walmart to local businesses such as Wheel Works and Heat & Control, Inc. The unit's boat crews are manned by students from UC Berkeley and California Maritime Academy while its medical division is staffed by health care specialists employed by UCSF and Donor Network West. Additionally the Coast Guard and PSU 312 benefit from the talents and experience brought in by the many members of the unit employed in local and federal law enforcement and public service agencies; Oakland Police, Oakland Fire, Alameda Police, Tracy Police, San Francisco Public Library, U. S. Immigration and Customs Enforcement, and the National Park Service to name a few.

Pacifica California resident Maritime Enforcement Specialist 1st Class Chris Obermeyer feels that, "Living and working in Silicon Valley has helped cultivate my entrepreneurial spirit along with an unrelenting desire to continually improve. The adoption of these attributes has proved invaluable for managing the challenges of membership in a part-time service that has full-time demands."

PORT SECURITY UNIT – 313 GUANTANAMO BAY, CUBA



SECTOR ANCHORAGE



ATLANTIC AREA — FIFTH DISTRICT



RESERVIST MAGAZINE

SHIPMATES IN FOCUS



SN Piculell at a port call in 1956.

Ed Piculell: Pride, Patriotism & Poetry

Story by PA3 Jourdin Bego, 7th District Public Affairs

A 26-year Coast Guard career began Nov. 17, 1955, on Wall Street in New York. Retired U.S. Coast Guard Petty Officer 2nd Class Edward K. Piculell, a New York native, joined the service looking for knowledge and a way to contribute.

Piculell grew up playing in the waters near a Coast Guard base and countless times he had enjoyed conversations with the Coast Guardsmen in the area. When he decided it was time to join a service, Piculell said there was no decision to be made. He felt a special calling to the Coast Guard and believed in it.

Piculell maintained the Sankaty Head Lighthouse on Nantucket Island, Massachusetts, during his first six months in the service. "She sat 160 feet off the ocean floor. You could see her for 19 miles," he said while miming the sweep of the light across the ocean with his hand.

"That's my lighthouse. That's the only one I'm fascinated by, because that's where momma came from," Piculell said softly as he referred to his dearly departed wife, Catherine. "She's special. She was my reason for being."

Together they raised three children, all of whom followed in

his patriotic footsteps. "When my daughter wanted to join, I told her she could join any service, but if it wasn't the Coast Guard she couldn't come home," Piculell chuckled while recalling the memory and sat back in his blue recliner.

"The house is where the people are, where the real story is," Piculell said while grabbing his photos and flipping through the fragile pages of the album.

Piculell had the opportunity to work beside many noteworthy service members in the 1950's, each with their own unique background. "The one thing the Guard had in the 50's that it doesn't now are the service members from World War II," he said exhaling slowly and taking a sip of water. "They were part of the greatest generation."

"There was nothing heroic about my 26 years, which is good because I don't want those kind of memories," said Piculell recollecting the stories told to him by those who served during the Second World War. Piculell didn't like calling individuals who served in past wars "veterans" while they are presently serving. Instead, they were simply "old-timers."

Piculell's experiences with the old-timers taught him many valuable skills and beliefs. Above everything learned and experienced in the Coast Guard, Piculell said his greatest lesson became discipline. "I learned to take orders, accept what I couldn't change and to work with others. You see, because with teamwork there is success."

During his nine duty stations in the Coast Guard, Piculell became eager to learn the traditions and history behind the service he adores.

"I did my homework when I was in the Guard, too," said Piculell. "I taught myself a lot. It was in my nature." Being a part of an organization with so much history intrigued Piculell and made him realize his passion for learning, guiding him to earn his college degree.

"I'm proud to be a Coastie, I really am," Piculell said with a stern look. "People would say, 'well what did you do?' I would say, 'I'm a lifesaver not a life taker.' I believe that very strongly."

Throughout Piculell's 22 years in the Coast Guard Reserve and four years active duty as a boatswain's mate, he tied many knots, navigated his crew through countless storms and made tough decisions to save lives. However, he also did what many boatswains' mates had not. He has devoted a part of himself to creating poetry.

"I wrote my first poem when I got my first and only Dear John letter, and believe me I was happy to get it," he said holding a bound copy of poems he composed throughout the years. "That's how I started writing poetry, because of her."

As time went on and his passion for the service grew he continued to write. Pride, love and loyalty for the service envelop the themes throughout his poetry. Every line of each poem demonstrates the passion Piculell developed for the Coast Guard.

One-third of Piculell's life was devoted to the Coast Guard, learning from those before him and living in each experience as it happened. Although, he is no longer in the Coast Guard, he remains just as passionate now as ever. Piculell said he hopes those current and future Coast Guardsmen who read his poetry will be inspired to learn the history, educate those after them, passing along the traditions that have stayed within the service long before he donned the uniform so many years ago. ≈

He...

He...

Never was

Meant to be a fighting man

Not to hold a gun in his hand

He...

Never was

A warrior though he went to war

For love of his country upon a foreign shore

He...

Never was

A fearless man though he placed his life in harm's way

To serve his fellow man bound to a watery grave

He...

Never was

Much for talking of how good he had to be

For he was much too busy being the unsung hero

He was meant to be.

— Edward Piculell

Piculell stands at the entrance to Sankaty Head Lighthouse on Nantucket Island, Massachusetts. Piculell maintained the lighthouse during his first assignment in the Coast Guard, and the lighthouse still maintains a special place in his heart.



Reservist Helps Pull Neighbor From Burning Home

Story by PA3 Nathan Cox, 5th District Public Affairs

The sounds of commotion and confusion along with cries of 'Fire! Fire!' jolted Thomas Yarbrough, a Reserve Yeoman, from a deep sleep. It was one o'clock in the morning on Memorial Day weekend 2015, in Waldorf, Md. Yarbrough was disoriented and groggy as he stumbled to his feet to see what was causing the uproar. He quickly ran to his daughter's room. She was safe. His eyes darted throughout his house. No fire. As he reached for the front door, his brother Chris was directly behind him. They opened the door and what they saw shocked them. The house across the street was engulfed in flames.

As Yarbrough ran down the street he could see a mother and daughter running towards him in distress. The mother said their house caught fire and they were able to escape but her boyfriend was still inside. Yarbrough ran onto the porch to check the front door. It was locked. He looked down and realized in the rush to leave his house that he was barefoot. As he considered what to do once inside the burning home a police officer arrived on scene. Yarbrough explained there was a man inside. The police officer stepped back and kicked the door. Smoke rushed through the open door as if looking for an escape from the heat. The police officer crawled on his knees to avoid the flames above. Yarbrough followed suit and crawled into the home scanning the room for his neighbor.

The room was filled with smoke, dark ash and soot. Yarbrough held his breath and squinted his eyes. Through the cloud of smoke he saw socks, then legs. The man was lying on the floor near the kitchen. The police officer grabbed one of the man's legs. Yarbrough grabbed the other as they pulled him through the blanket of smoke towards the front door. Yarbrough could see the burns on his neighbor's head and arms. He sensed the man was disoriented and struggling to breathe. The men carried the victim to the front lawn and laid him on his side to assist his breathing. An ambulance arrived and the emergency team began caring for the man. It all happened so fast, a matter of moments.

Yarbrough started his Coast Guard career in 2007. He served three years on active duty before transitioning to the Reserve in 2010. He now serves as a senior Yeoman at Sector Baltimore.

"Our Coast Guard motto is Semper

Paratus," he said. "We are there to be ready in time of need."

Yarbrough is proud of his actions on the night of the fire and credits his Coast Guard training as a major reason he acted so quickly.

"We learn a lot in boot camp. Then in our career we have competencies like CPR," he said. "You go back to the basics and learn how to respond and how to control the situation." Yarbrough said, "In the Coast Guard we serve people and the community. That's what I love being a part of."

When asked why he decided to help and not wait for the fire department to arrive he said, "I was just a Samaritan and I jumped to action and I would hope that anyone else would do the same thing. To do what is right. To help someone in need."

The Charles County Sheriff's office issued Yarbrough and his brother a Certificate of Appreciation for bravery and action in the fire incident.

"I am proud," he said. "It is the right thing to do as an American and human being. It is the right thing to do to help your brother and sister in need, no matter who they are."

Yarbrough was quick to share that his family worked as a team and that is what he is most proud of. On the night of the fire, Yarbrough's mother Zoe cared for the mother and her daughter by feeding them and allowing them to sleep at their home. Later she organized a community effort through local churches that helped gather clothing and toys for the victim's family.

"When there are tragedies and natural disasters, people's true colors come out," he said. "You see how individuals come together as a team to help."

Yarbrough said other than being covered from head to toe in black ash he did not sustain any injuries and is happy that his neighbor is alive.

Yarbrough enjoys less eventful nights these days. He is putting his G.I. Bill to use as a full time student at the Art Institute of Washington. He is in the culinary arts program. Yarbrough is pursuing his passion to become a chef and would like to lateral from the Yeoman rate to the Food Service Specialist rate.

When asked what he learned from this incident, he said, "There is still love and hope out there. Despite living in a world with so much negativity, there are still those who will risk their own lives to do what they have to do to help others." ≈



YN1 Thomas Yarbrough, a drilling reservist at Sector Baltimore.



Firefighters survey the scene following the Memorial Day House fire.



RESERVIST MAGAZINE

RETIREE SITREP



Long Serving Reservist Retires

Cmdr. Michael 'Mick' Mulligan retired from the Coast Guard Reserve on January 29th, 2016. Mulligan started his 38 years of honorable service in 1976 when he enlisted in the U.S. Coast Guard in Lancaster, Calif. Commander Mulligan served on the U.S. Coast Guard Cutter POLAR SEA (WAGB-11) as a Seamen Apprentice and Plank Owner; U.S. Coast Guard Cutter POLAR STAR (WAGB-10) as a Seamen and 2nd Class Diver during Operation Deep Freeze 1978 to Antarctica; and the Pacific Strike Team as a Damage Controlman and 2nd Class Diver where he deployed to the IXTOC I blowout oil spill in the Gulf of Mexico Bay.

Cmdr. Mulligan received his commission in the U.S. Coast Guard Reserve. As a Coast Guard Officer, he ran search and rescue at Group Seattle; worked at Seattle's Office of Law

Enforcement in operational intelligence; at Coast Guard's Research and Development Center in New London, Conn., he developed risk based decision making processes post 9-11; he provided policy and oversight at Coast Guard Headquarter's Offices of Search and Rescue, Contingency and Preparedness, and Performance Management and Decision; and he served at Reserve Unit U.S. Joint Forces Command in Suffolk, Va., and at Atlantic Area Exercise Branch in Portsmouth, Va.

In 2013, Cmdr. Mulligan was recalled to active duty to lead the team that stood up the Coast Guard's historic 22nd Diver Rating (DV) and Chief Warrant Officer Specialty (DIV). His roles and responsibilities included Diver Rating Implementation Chair, Subsurface Capabilities Chief, and Diving Program Manager.

CGR Retirees Attend Coast Guard Community Ceremony

On Thursday, February 25, 2016, Carteret County became the second county in the nation to be recognized for its support of the men and women who serve in the U.S. Coast Guard.

Rear Adm. Stephen Metruck, commander of the 5th Coast District, presented Carteret County Chairman Robin Comer with a framed proclamation at the Crystal Coast Civic Center before a crowd of people from around the county, as well as representatives from the offices of U.S. Senators Thom Tillis and Richard Burr.

"On behalf of the Coastal Guard men and women, past and present, we're so lucky to be stationed here," Rear Adm. Metruck said. "Many who are stationed in Carteret County say it's the highlight of their career. Thank you for being our friends and neighbors and making Carteret County a home away from home and a great place to live and work."

"While North Carolina's calm waters are an internationally known attraction, there are days the seas grow rough and unfriendly," the admiral said. "On those days, our Coast Guard men and women stand on watch, ready to come to the rescue of mariners in distress off the shores of North Carolina."

Rear Adm. Metruck said coastal communities and the Coast Guard are intertwined and have continued to be so over the years. The admiral said Carteret County has always provided a warm welcome to Coast Guard personnel on duty here, with celebrations and support, when they're away from their families while on duty to honoring those who gave their lives. One such example was the death of Senior Chief Terrell Horne III, who was killed in 2012, in the line of duty by drug smugglers off the California coast.

"Chief Horne had been previously stationed at USCG Station Emerald Isle," Rear Adm. Metruck said. "The town went out of its

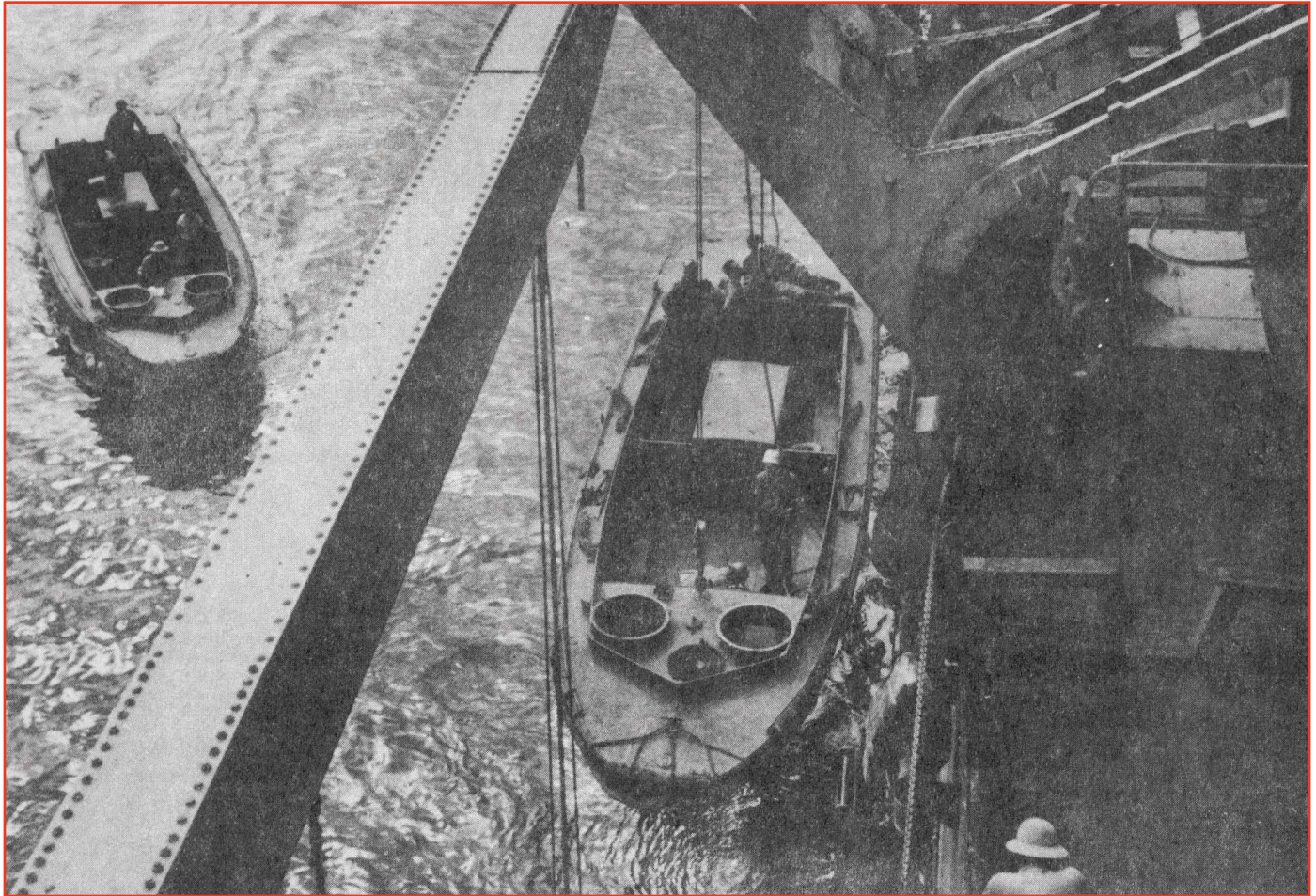


CG Reserve retirees shown here from left to right are: Bill Smith, County Commissioner, former SKC at CG Reserve Unit (RU) Fort Macon, Cmdr. John Brooks, Commanding Officer (1989-1992) RU Fort Macon, MK1 Richard Green and BMCN Frank Meadows, both former RU Aide to Navigation Team members where Meadows served as Officer in Charge, and MKCM Gary Plough who held multiple assignments between Fort Macon and MSO Wilmington. Plough also served as Mayor of Atlantic Beach for several years.

way to honor his memory and the Horne family by renaming Station Street to Terrell Horne III Way."

County Commissioner Bill Smith was also present at the ceremony. Mr. Smith, who is retired from the USCG Reserve, said it was a great day for the county. "It's a great thing for the county," he said, "especially with all our (military) retirees and active duty (residents)."

— *Story and photos by Mike Shutak*



A transport deploying an LCP (Landing Craft Personnel) for the landings at Guadalcanal. Notice the solid bow, tandem machine gun tubs and the stern where depth charges were mounted on the anti-submarine patrol boats. (Courtesy of the U.S. Navy)

Coxswain Bob Canavan's deadly odyssey on Iron Bottom Sound, Guadalcanal

Story by William H. Thiesen, Ph.D., Coast Guard Atlantic Area

In August 1942, during the initial stages of World War II's Guadalcanal campaign, the local waters of Iron Bottom Sound concealed numerous Japanese submarines. With few Allied patrol craft available to defend against this silent but deadly menace, the Coast Guard landing craft based at Guadalcanal served as nightly anti-submarine patrols.

Each of the patrol's three LCPs (Landing Craft Personnel) took responsibility for a different part of Iron Bottom Sound. An early design of landing craft with a top speed of only eight knots, the LCP carried a crew of three and boasted a snub-nosed bow supporting side-by-side machine gun tubs. Each position held a .30 caliber air-cooled Lewis machine gun with circular

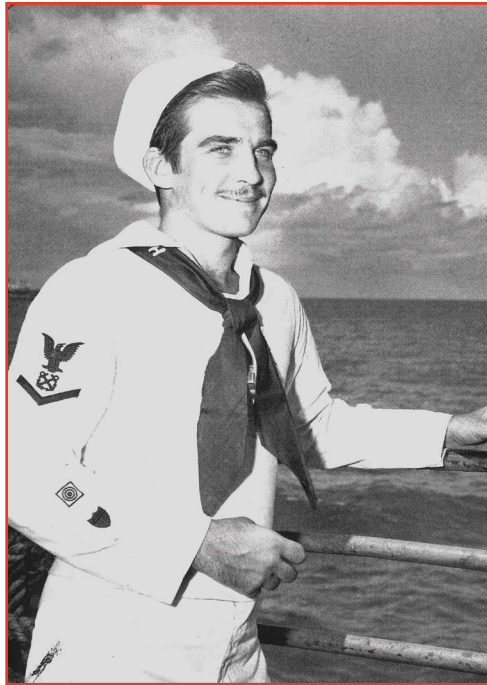
pan-shaped magazines that attached to the top of the firing mechanism. The coxswain's helm and engine controls were located behind the tandem gun emplacements. The crews fitted their boats with depth charges set for fifty feet, a depth that could have sunk the enemy sub as well as the landing craft.

On Tuesday, August 18th, 1942, Coxswain Robert "Bob" Canavan volunteered to pilot one of the evening's anti-submarine patrol boats. Canavan's friends and fellow Coast Guardsmen, BM1 Charles Stickney, MM3 John Alcorn and BM2 Charles Williams volunteered to join him. Together with two Marines, the crew embarked on a journey from which only one man would return. While the other LCPs deployed for their

sectors of Iron Bottom Sound, Canavan steered his boat into the dark night to patrol near Savo Island.

Shortly before dawn on Wednesday, the 19th, Canavan sighted a warship steaming over the horizon from the west of Guadalcanal and assumed she was friendly. Instead, she was the large thirty-five-knot destroyer IJNS HAGIKAZE on a shore bombardment mission, headed in Canavan's direction. Realizing she was an enemy warship, Canavan pushed his throttle to the stops and steered a zigzag course for the Tulagi side of the sound. However, Canavan's evasive maneuvers proved too little and too late.

With a top speed over four times that of the sluggish LCP, HAGIKAZE rapidly overtook Canavan and machine gunners began raking his boat. The crew's hopes of escape faded fast, so clad with life preservers the two Marines, along with Williams, Alcorn and Stickney, jumped overboard one at a time while Canavan remained at the wheel. The last man to go over the side, BM1 Stickney, shouted, "I'll see you in hell Bob!" Kneeling at the helm, Canavan tried to escape, but enemy fire hit the boat controls. With the situation hopeless, Canavan shoved the rudder hard right and, without donning a life preserver, plunged over the side. He later recounted how he cheated death the first of many times: "As I hit the water, a burst of gunfire hit the [floor]boards where I had been kneeling."



Photograph of Coxswain Bob Canavan after recuperating from his swim across Iron Bottom Sound to Tulagi Island. (Courtesy of the Coast Guard)

HAGIKAZE closed on the empty circling LCP and shot out its motor. A small party boarded the boat and stripped out its machine guns and equipment before the destroyer sent it to the bottom of Iron Bottom Sound. Next, the Japanese warship retraced her course to deal with the crewmembers. Canavan had no life preserver and could do no better than play dead. To his astonishment, the ploy worked and the enemy left him alone. But lady luck did not smile on his shipmates. The Japanese located the five others, floating defenseless in the dark water, machine-gunned them and left them to the sharks. They were never seen again.

After murdering Canavan's shipmates, HAGIKAZE resumed her mission of shore bombardment and steamed off to shell the marines on Tulagi. Meanwhile, fate had dealt Canavan both the gift of life and a death sentence. As the day dawned, he found himself alone and in shark-infested waters, clad only in shorts, with no a life preserver, and a dozen miles from the

nearest island. So began one of the great stories of physical endurance in the annals of Coast Guard history.

Canavan's chances of survival appeared bleak, so he first considered drowning himself. However, he changed his mind to attempt a crossing of Iron Bottom Sound. On Wednesday morning he set out toward American-occupied Tulagi, conserving his energy by using the sidestroke and backstroke. According to



A rare aerial photograph of the Coast Guard base at Lunga Point, Guadalcanal. Bob Canavan operated out of this boat pool during August 1942. (Courtesy of the U.S. Navy)

Canavan, "I did more praying in those hours I spent in the water than I had done in the twenty previous years of my life." After swimming throughout the day and late into the evening, Canavan reached the shores of nearby Florida Island. He had covered over a dozen miles of ocean water in nearly twenty hours.

Late in the night, Canavan emerged from the water slashing the soles of his feet on coral under the surfline. Despite his lacerations, he collapsed on the beach and fell into a deep sleep. He remained in that state for so long that the local natives covered him with protective palm fronds. Famished, Canavan tried to eat a coconut for nourishment, but he failed to stomach the milk and coconut meat. During the day he hiked along Florida Island's shoreline through deserted native villages toward Tulagi. After sleeping under cover a second night on Florida Island he located the closest point of land on Florida Island to American-occupied Tulagi.

Dehydrated and exhausted and with only 400 yards of water between him and a Marine outpost on Tulagi, Canavan tried to swim the final leg of his odyssey. On his first attempt he was thwarted by strong currents between the islands. He made it across on his second try. But to his surprise, the Marines appeared to believe he was an enemy intruder and were prepared to shoot first ask questions later. The unit's commanding officer decided to take a chance and ordered his men to hold their fire. Canavan's life was spared yet again.

Canavan finally crawled out of the water and the Marines carried him to their encampment. Next they sent him to the base hospital to recover his strength. After he recuperated the Navy reassigned him to a new unit. Fiercely loyal to his commander and crew, Canavan disobeyed orders and stowed away on a PBY amphibious aircraft headed back to Guadalcanal. After disembarking at Henderson Field, Canavan returned to his unit and reported for duty. Not happy with Canavan disobeying orders, his Coast Guard commander dressed him down but allowed Canavan to remain with his unit on Guadalcanal.

As for the HAGIKAZE, the same day that Canavan lost his boat and shipmates, the predator became the prey. In the afternoon of Wednesday, the 19th, an Army Air Corps "Flying Fortress" zoomed across Iron Bottom Sound and caught the Japanese destroyer carrying out her shore bombardment mission off the shores of Tulagi. The B-17 bomber dropped its payload and scored a lucky hit on the warship's number three gun turret--nearly sinking the HAGIKAZE, killing thirty-three and wounding thirteen of her crewmembers, and causing a mushroom cloud visible across Iron Bottom Sound at Guadalcanal. Later, the severely damaged destroyer underwent emergency repairs and fought another year until the Battle of Vella Gulf when U.S. destroyers sank her with nearly all of her crew.

Back at Guadalcanal, Thursday, August 20th, proved a momentous day for the Americans defending their small strip of the island against experienced Japanese troops. Nearly two weeks after the landings on Guadalcanal, Henderson Airfield finally opened for business when nineteen Wildcat fighters and twelve Dauntless dive-bombers arrived to begin air operations against enemy land and sea forces.

Coast Guard personnel serving at Guadalcanal received dozens of medals for heroism and devotion to duty making the battle for Guadalcanal one of the most honored Coast Guard combat operations in Service history. In February 1943, U.S. Army General Alexander Patch declared Guadalcanal secured of all Japanese military forces. After that the Allies remained on the offensive for the rest of the Pacific War and the Japanese fought a lengthy retreat back to their home islands.

During Guadalcanal, Coast Guardsmen like Bob Canavan and his shipmate, Medal of Honor recipient Signalman 1st class Doug Munro, lived up to the Service's core values of Honor, Respect and Devotion to Duty. Canavan later returned to his hometown of Chicago after surviving one of the most physically demanding struggles in the history of the U.S. Coast Guard. ≈



The Japanese destroyer HAGIKAZE, which sank Bob Canavan's LCP and killed his shipmates during their anti-submarine patrol on Wednesday, August 19th. (Courtesy of Wikipedia)



Author Discovers Long Standing Connection to CG Heroine Ida Lewis

Story by Lauren Armstrong, Communications Director, *FRA Today Magazine*

The following article, originally titled “Surprising Connections” is reprinted from the August, 2015 issue of the FRA Today magazine.

On January 28, 1915, our nation’s Revenue Cutter Service combined with the U.S. Lifesaving Service to become the United States Coast Guard. Over the past 100 years, the service has protected our shorelines and the men and women who navigate them. This month’s feature story highlights our nation’s most picturesque aids to navigation -- the lighthouse -- and those who devoted their lives to ensuring the lights were always lit.

In researching this month’s feature, I stumbled across the story of Idawalley Lewis, the daughter of Hosea Lewis, the keeper of Lime Rock Light in Newport, Rhode Island. In the early years, women were prohibited from direct assignment as lighthouse keepers, but like many others, Ida and her mother accepted the responsibilities after Hosea suffered a stroke. Growing up on the tiny island in Newport Harbor, Ida became an accomplished swimmer and, by the age of 15, was well known for her rowing skills, strength and courage. During her lifetime on Lime Rock, she tended the light religiously and is also credited with saving at least 18 lives. (Unofficial reports suggest she may have rescued as many as 36 mariners.) Ida Lewis was called the “Bravest Woman

in America” and, after reading her story, I can understand why.

What I didn’t realize is that Ida has been living in my home since I was a young girl. My great-grandmother was an amateur artist and, like many of her contemporaries in the late 1800s, she painted images copied from other artists. Her small painting of this brave young girl, rowing against raging seas, is one of the first things I see every morning and is a constant reminder that, no matter what challenges I face during the coming day, I’ve got to “row hard and strong” to overcome them. Imagine my surprise to discover the illustration of Ida Lewis that no doubt inspired Great-Grandma Lizzie when she herself was only 18 years old.

Writing the feature articles for *FRA Today* is always an education for me. I always learn something new and interesting, and it’s always my goal to share that new-found knowledge with our readers. This month, I learned how very connected we are to our ancestors ... and to one another ... even if it isn’t obvious at first blush. Our past is absolutely relevant to our present and our future.



RESERVIST MAGAZINE

HEADQUARTERS UPDATE

From the Office of Boat Forces

Submitted by Mr. Donald P. Hartmayer, Program Analyst, CG-731

Setting the Record Straight...

The last edition of the *Reservist* magazine (Vol. LXIII, Issue 1 - 2016) ran an article from the Office of Boat Forces titled "Building Blocks for Success". The story discussed the thirteen items in Coach John Wooden's Pyramid of Success and how they can be applied to; a boat crew, civilian/military profession, and everyday life. Boat crew certification metrics for 2014 and 2015 were also provided. The certification data generated a letter to the editor from BM1 Kenneth Cleveland from Station Philadelphia. BM1 Cleveland felt the number of certifications reported in the article for 2014 are lower than the actual number of certifications held by Boat Forces Reserve crews. The Office of Boat Forces responded to the BM1's letter (see below) and wants to share the methodology for reporting the data with the entire community as we move into the 2016 boating season. The number of boat crew qualifications and certifications in the Boat Forces Reserve continue to increase and Stations are relying on Reserve boat crews to assist with CG missions and respond to crises. Each Station Senior Enlisted Reserve Advisor (SERA) and Reserve Training Petty Office (RTPO) should review each crew member's "position required competency". If the competency is incorrect, report it up the chain of command to have the proper competency assigned. Also, the SERA & RTPO need to ensure training and certification information is entered into AOPS/TMT. Having accurate and up to date data is what keeps "Boat Forces Reserve - Ready to Respond."

The following is BM1 Cleveland's original letter and the Office of Boat Forces response.

Dear Sir,

Thank you for all your efforts and those of your staff in publishing the *Reservist*. I am writing to request that you correct the information regarding the number of reserve coxswains and boat crew members that is contained in the office of boat forces "Building Blocks for Success" article on pages 54-55 (Issue 1, 2016). While I can't tell you exactly how many USCG reservists were certified as coxswains or boat crew members, in December of 2014, I know it was more than 30 and 98, respectively. I believe a contributing factor to the error may be a lack of understanding that prior to January 2014, there was no "Reserve" boat crew member or coxswain, but rather you could be certified as either a coxswain/crewman, a contingency coxswain/crewman and/or in many cases both. At my unit, Station Philadelphia, we had 6 coxswains and 15 crewmen in December 2014, all of whom previously held both standard and contingency competencies in addition to the new reserve competencies. I'm pretty sure that station Philadelphia didn't have 20% of all the reservists certified as coxswains in the entire USCG. Based on these numbers and the prerequisite of "making" coxswain in order to advance to BM2, 99% of all reserve BMs in 2014 were E-4 or lower, which we all know is not accurate. I applaud the intent of this report to show that the increased training/school opportunities and the focused establishment of the "reserve competencies" are having a positive impact in the boat forces community but it is important that the numbers, which are reported as fact, be indeed accurate so as not to mislead us in evaluating our increased level of proficiency.

Thank you for your continuing efforts,

BM1 Kenneth S. Cleveland, USCGR
Station Philadelphia

Hello, BM1 Cleveland!

Thank you for your letter and comments regarding the boat crew certification data in the "Building Blocks for Success" article in the most recent edition of the *Reservist* magazine.

It is good to hear that someone read the story.

Determining the "real" number of certified coxswains and boat crew members in the Reserve Force is challenging. There are several reasons why it is difficult to arrive at the true number as there is not a single report that captures all boat crew certification aspects in the Reserve Component.

The source of the data used in the article is the CGBI TMT Competencies report, since TMT is the repository of training and certifications and is the official training record.

Also, this report is consistent in the way the data is collected and presented. This allows for an "apples to apples" comparison over the two year time frame.

Links to the 2014 and 2015 reports are provided below.

Since you are very familiar with certifications at Station Philadelphia, let's take a look at your unit.

The following certifications are reported in TMT for 2014:

Competency	No.
Initial Qualification Boarding Officer	01
Initial Qualification BTM	01
Boarding Officer	01
Boarding Team Member	06
Initial Qualification Reserve Coxswain (RB-S)	02
Initial Qualification Reserve BCM	05
Initial Qualification Reserve Coxswain	01
Initial Qualification RB-S BCM	01

Initial Qualification Tactical BCM (TPSP32)	01
CGI SAR Fundamentals	01
Adult First Aid	14
Pass DWO Exam	02
Sig 229 Level III	12
M16 Level III	01
JUFE	03

CGBI Reports Link: <http://mcaf.ee/rpl6mo>

The following certifications are reported in TMT for 2015:

Competency	No.
Initial Qualification Boarding Officer	03
Initial Qualification BTM	02
Boarding Officer	02
Boarding Team Member	01
Currency Reserve Coxswain (RB-S)	01
Currency Reserve BCM (RB-S)	02
Initial Qualification BCM (RB-S)	02
Initial Qualification BCM (SPC-SW)	01
Initial Qualification BCM (TPSB32)	01
Reserve Boat Core Req.	03
Pass DWO Exam	01
Sig 229 Level III	07
M870 Level III	12
M16 Level III	13
JUFE	01

CGBI Reports Link: <http://mcaf.ee/rpl6mo>

The numbers you mentioned in your letter do not line up with what is in TMT for 2014 or 2015. So, either data is not being entered into TMT properly or TMT is not communicating with CGBI. I am interested in hearing back if you can determine the issue at Station Philly as this could be CG-wide.

The contingency RB-S Coxswain & BCM competencies were converted to Reserve Coxswain and BCM on 01 JAN 2014, and have the same competency code. So the above numbers do capture the old RB-S contingency competencies.

It is true that qualifying as a coxswain is a requirement to advance to BM2. However, not all BM2's (or BM1's) have maintained currency and may not have been certified in 2014 or 2015. Therefore, "99% of all Reserve BM's in 2014 were E-4 or lower..." is not an accurate statement.

Finally, I truly appreciate your letter which assists this office in checking on the validity of the data in CGBI. This allows for the opportunity to find issues with how boat crew certification information is compiled. The intent of this article was to illustrate the dedication and professionalism of the Boat Forces Reserve both in the past and currently.

The Office of Boat Forces depends on accurate data to plan for and respond to contingencies. The time you took to point out the discrepancies you are aware of is appreciated and benefits the entire organization.

Respectfully,

Don Hartmayer
Office of Boat Forces (CG-731)
BoatForcesReserve@uscg.mil

<http://cgweb.comdt.uscg.mil/G-RCB/NewReserveInitiative.htm>

The Office of Boat Forces congratulates the following graduates from the following courses. *BZ to ALL!!*

RB-S Coxswain Intro

Session #92:

04 JAN – 15 JAN 2016

BM3 Hannah McLaurin – Sta. Georgetown
BM3 Luke Josey – Sta. Michigan City
BM3 Blake Lee – Sta. Pensacola

Session #93:

07 MAR – 18 MAR 2016

BM3 Travis Vondessonneck – Sta. Rio Vista

RB-S Boat Crew Member

Session #35:

22 FEB – 04 MAR 2016

MK2 John Colon – ANT Saugerties
MK2 David Hornberger – ANT Saugerties
ME2 Andrew Diaz – Sta. Georgetown
ME1 Matthew Tirone – Sta. Monterey

Session #36:

21 MAR – 04 APR 2016

MK3 Ralph Esposito – Sta. Sandy Hook
ME2 Travis Major – Sta. Brunswick
MK2 Dewayne Taylor – Sta. Cape Cod Canal
ME1 John Malone – Sta. Cape May
BM3 Jessie Yang – Sta. Fire Island

Boarding Team Member Course

14 MAR – 25 MAR 2016

MK3 Ryan Dallavia – Sta. Buffalo
SN William Shick – Sta. Elizabeth City
BM3 Owen Rivera-Betancourt – Sta. Mayport
BM3 Eric Williamson – Sta. New Haven
BM3 Joseph Windt – Sta. Sandy Hook

04 JAN – 15 JAN 2016

BM3 Thomas Moore – Sta. Vallejo

Boarding Officer Practical Course

29 FEB – 11 MAR 2016

MK2 Matthew Boudreau – Sector Ohio Valley

ICS – 339 Div/Group Supervisor

BMC Bradley Dixon – Sta. Apra Harbor

Marine Underwater Egress Training

08 MAR – 09 MAR 2016

MK2 John Colon – ANT Saugerties

The following courses still have quotas available in 2016.

RB-S Boat Crew Member Course #502420

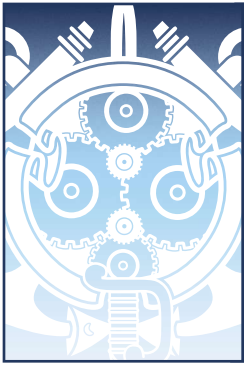
Start date	Quotas remaining
09 MAY 2016	6
11 JULY 2016	6
08 AUG 2016	7

RB-S Coxswain Intro Course #502127

23 MAY 2016	4
20 JUN 2016	9
25 JULY 2016	6
22 AUG 2016	10
19 SEP 2016	11

RB-M Operator Course #502469

13 JUN 2016	7
11 JULY 2016	6
01 AUG 2016	8
22 AUG 2016	6
19 SEP 2016	8



RESERVIST MAGAZINE

THE MORE YOU KNOW

News From The Hill

This is the first of a series of articles that will provide you information on updated legislation, discuss policy changes, and clarify issues.

Are you aware that you may qualify for retired pay before the age of 60? Have you served 90 days or more on active duty in any fiscal year since January 28, 2008? If so, you may be eligible to receive your Reserve retirement pay before age 60.

The 2008 National Defense Authorization Act (NDAA) included a provision to reduce the age at which a reservist may collect retired pay before age 60. The retirement age may be reduced by three months for every 90 cumulative days of qualifying active duty performed in a fiscal year after January 28, 2008.

The 2015 NDAA amended this even further and reads "serves on such active duty or performs such active service in any fiscal year after January 28, 2008, or in any two consecutive fiscal years after September 30, 2014." This is great news. Now, for fiscal years 2015 and beyond, any short term qualifying active duty may be accumulated across two consecutive fiscal years to attribute to retired pay prior to age 60, eliminating that fiscal year barrier that may have hampered some of you earning reduced retirement age.

Qualifying duty includes "Overseas Contingency Operations" (OCO) (10 United States Code (U.S.C.) §12302 or commonly referred to as "Title 10"), Active Duty for Operational Support (ADOS) (10 U.S.C. §12301(d)), and "med-hold" (10 U.S.C. §12301(h)) orders. Orders under 14 U.S.C. §712 authority in response to domestic incidents prior to December 31, 2011 do not qualify for Reserve Early Retirement. The Coast Guard successfully submitted a legislative change proposal to include active duty for domestic contingency response as qualifying duty for early retirement. The total cumulative days, including other qualifying active duty, must be in 90 day increments, and the domestic response duty must have been performed after December 31, 2011. The effective date does include response to SUPER STORM SANDY, but unfortunately does not include recall in response to the DEEPWATER HORIZON oil spill.

A reservist still may not be ordered to nor have their current orders extended beyond the original end date solely for the purpose of qualifying the member for retired pay.

Some of you may not realize that you might already be eligible. You will not, however, be allowed to collect retired pay for periods of time when you were or are in a status that entitles you to collect other forms of pay or credit toward retirement. In other words, if you are still on active duty, in a Selected Reserve (SELRES) drilling status, or in an Individual Ready Reserve (IRR)

status, you will have to request transfer to a retired status in order to begin collecting retired pay. If you are already in a retired awaiting pay (RET-2) status and you were eligible for Reserve Early Retirement you may request back pay within prescribed limits.

If you believe that you are entitled to Reserve Early Retirement, it is recommended that you request a statement of creditable service (SOCS) in accordance with the Personnel and Pay Procedures Manual, PPCINST M1000.2(series), no less than one year away from your planned retirement date. This will allow you time to receive the SOCS from the Pay and Personnel Center (PPC) and provide additional proof if you feel the computation is in error. To request a SOCS, or if you have a SOCS on file and wish to have it updated to determine your eligibility date to receive Reserve Early Retirement, submit a Trouble Ticket to PPC at <http://www.uscg.mil/ppc/ccb/>. Then, depending on your current status (SELRES/IRR/ISL/ASL/RET-2) you will need to apply for retired pay to Commanding Officer (CG PPC-RAS) through the following processes:

- 1) SELRES/IRR/ISL retirement eligible members complete a Reserve Retirement Transfer request through their chain of command with a requested retirement date to Commander (CG PSC-RPM) at ARL-PF-CGPSC-RPM-1-Status@uscg.mil 100 days before the requested retirement date.**
- 2) ASL members contact Commander (CG PSC-RPM-3) for assistance with completing the Reserve Retirement Transfer form at ARL-PF-CGPSC-RPM-3-Query@uscg.mil.**
- 3) RET-2 members submit a Trouble Ticket to PPC at <http://www.uscg.mil/ppc/ccb/> with a completed Reserve Retirement Transfer request requesting early retirement calculations. Those in a retired status who apply later than their eligibility date may receive pay retroactively to the date you were eligible, up to six years, as long as you were not in a pay status.**

When you begin collecting your Reserve Early Retired pay you are classified as a RET-1, "retired receiving pay." You will qualify for a blue retired ID card; however, you will not be entitled to medical benefits until you actually reach age 60,



which will be reflected on the back of the ID card. You may still be eligible for TRICARE Retired Reserve until you reach age 60.

Examples:

1. **YN1 John Doe** was on “Title 10” orders from 1 October 2010 to 30 September 2011, and then received ADOS orders from 1 October 2011 to 30 September 2012. YN1 Doe would be eligible to collect retired pay at age 58, as a result of serving 24 months of qualifying duty, instead of waiting until he reaches age 60.
2. **BMC Jane Doe** was on “Title 10” orders from 1 February through 30 September 2011. BMC Doe would be eligible to collect retired pay 6 months prior to reaching age 60.
3. **ME2 George Bailey** served on 14 U.S.C. §712 orders in response to a hurricane for 60 days from 1 March to 29 April 2011, and then served on short-term ADOS orders from 1 June to 31 July 2011. ME2 Bailey would be eligible to collect retired pay 3 months prior to reaching age 60.
4. **MK3 Sam Austin** served on ADOS from 1 August 2015 to 30 September 2016 and received another short term ADOS orders from 1 October 2016 through 30 November 2016. Though MK3 Austin served 61 days on qualifying active duty in FY15 and 61 days of qualifying active duty in FY16, under the new rules he would qualify for 3 months of early retirement. The remaining qualifying days may be available to accumulate with any other qualifying active duty.

FAQs:

1. **Do we need to show a DD214 for every 90-days of qualifying active duty, or will a signed set of original orders suffice?**

A: No, you will only need to provide additional proof of creditable time if you feel your SOCS computation, to include your qualifying duty toward Reserve Early Retirement, is in error.

2. **Is it true that the active duty must encompass an entire 3 months from the beginning to end of a quarter, or are any 90-days eligible to earn retirement credit?**

A: The qualifying active duty does not have to be consecutive, and may be a cumulative time of 90, 180, 270, or 360 days within a fiscal year, and may cross two fiscal years for any qualifying duty served on or after October 1, 2014.

3. **Once my Reserve Early Retirement time is calculated, will it show up on an LES or somewhere in Direct Access?**

A: No, the final calculations are done at PPC-RAS when requesting retired pay and will not show on an LES, but should be reflected on the statement of creditable service (SOCS). Request a SOCS at least 1 year away from when you estimate you could retire early to confirm final eligible dates and total creditable points.

—Written by Chip Chase, CG-131

Bulletin Board

Your ability to juggle many tasks will take you far.
Lucky Numbers 21, 19, 3, 7, 18, 75



PSU 303-Bravo to Hold 25th Anniversary

The 25th Anniversary of Desert Storm/Persian Gulf War reunion for Port Security Unit 303(b) will be held in New York City on May 13-15, 2016.

The 20th reunion was great and this one is shaping up to be even better. Over 50 members have already signed up but we are missing contact information for many others. If you know former members, please share this information with them.

For additional information or to sign up, please contact former BM2 Martin Maher today. He can be reached by email at: mardot237@aol.com or by phone at: (917) 337-4723.

We look forward to seeing you in the Big Apple!



Fair Winds and Aloha Breezes

From Left to right: CWO Debbie Bakie, Rear Adm. Cari B. Thomas, Assistant Commandant of Human Resources, and Cmdr. Lynda LeCrone pose for photo at RADM Thomas' retirement ceremony, April 15 at Coast Guard Headquarters. RADM Thomas retired after 36 years of service to the Coast Guard.



PSU 308 Honored at Pentagon

Port Security Unit 308 was presented with the U.S. Department of Defense (DOD) 2015 Reserve Family Readiness Award during a ceremony co-hosted by Ms. Stephanie Barna, Principal Deputy Assistant Secretary of Defense for Manpower and Reserve Affairs, and retired Air Force Lt. Gen. Dana Atkins, president of the Military Officers Association of America, at the Pentagon's Hall of Heroes in Washington, D.C., on February 26.



Consumer Financial Protection Bureau Stands Ready To Help Veterans and Service Members

Ms. Holly Petraeus, Director, Office of Servicemember Affairs at the Consumer Financial Protection Board (CFPB), during a visit with Coast Guard members at Coast Guard Sector Miami. Veterans and service members are often targets of predatory financial institutions. Since beginning operations in July 2011, the CFPB has returned hundreds of millions of dollars to veterans and service members through its complaint process and enforcement actions. CFPB also regularly writes articles, blog posts, and advisories tailored for veterans and service-members, accessible at <http://www.consumerfinance.gov/>.



TO CHANGE YOUR MAILING ADDRESS:

Selected Reservists:

Please use Direct Access
www.uscg.mil/ppc/ps/,
 or send your address change to
 your unit Servicing Personnel
 Office (SPO).

Individual Ready Reservists (IRR):

Please contact the IRR
 Personnel Support Unit via
 email at:
ARL-DG-CGPSCIRR@uscg.mil
 or at:

Commander (rpm-3)
 Personnel Service Center
 U.S. Coast Guard Stop
 72004200 Wilson Blvd
 Ste. 1100 Arlington, Va
 20598-7200

Retired Reservists:

Please send e-mail to Personnel
 Service Center (ras) at:
ppc-dg-ras@uscg.mil
 or use Direct Access
www.uscg.mil/ppc/ps/,
 or use self-service at
[www.uscg.mil/ppc/ras/
 directoryassistance.asp#one](http://www.uscg.mil/ppc/ras/directoryassistance.asp#one)
 or call 1-800-772-8724.





Sector St. Petersburg Reservists Moving On Up

Five reservists assigned to Sector St. Petersburg, Fla., advanced during January. Shown here from left to right are: YN1 Ronlad Rendros, YN1 Anthony Jimenez, YN2 Bridget Enstrom, YN2 Sarahi Lopez and MST1 Krystal Wolfe.

Sector Lower Mississippi River Advancement a Family Affair

On February 13, 2016, an advancement ceremony was held for OS1 Taryn R. Radebaugh. Pictured here from left to right are: Capt. Timothy J. Wendt, MSTCM Davis Schacher, OS1 Radebaugh, (holding her son Liam), her spouse and Marine Gunnery Sergeant William Radebaugh and Cmdr. Ted Brothers.

Photo by YNC Brian Smith



Sector Lower Mississippi River Advancement

Cmdr. Jerry Brothers presents ME2 Christopher Garner's certificate during an advancement ceremony on March 12, 2016, at Sector Lower Mississippi River.

Photo by YN3 Jaquelyn Cruz-Mangrum

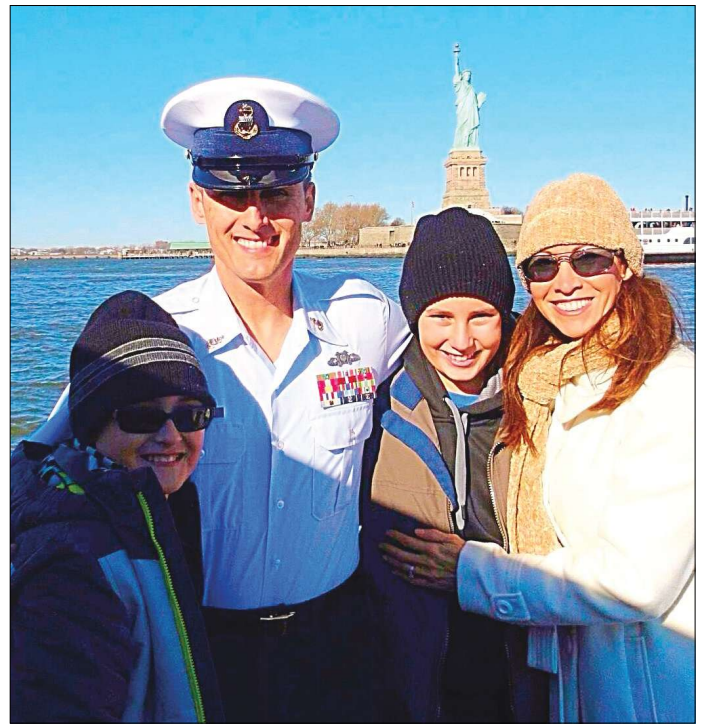




CG Reservist Recognized at JSU Hampton Roads

Cmdr. Jim Herlong was presented a Meritorious Service Medal by Brig. Gen. Hubert Hegtvedt (USAFR), Commander Joint Staff, Joint Support Unit Hampton Roads during an awards ceremony on January 9, 2016.

Photo by Lt. Cmdr. Marc Benshetler, USNR



East Coast Advancement Makes for Special Moment for West Coast Family

Before starting his annual training at his new duty station, Station New York, Senior Chief Bryan Atkinson brought his family to the Big Apple from their home in Southern California for his advancement to E-8. He is pictured here with his two sons, Jackson and Jacob, who pinned on his new anchors, and his wife, Sandra.



Passing The Pins

Capt. David Gardner and YNC Pamela Barker pin YN1 Jennifer Benson during her advancement ceremony on January 18, 2016 at Naval Coastal Riverine Group Two in Little Creek, Va. YN1 Benson received Chief Barker's old first class collar devices as part of the ceremony.

Photo by Cmdr. Theresa Hubbard



ESD San Diego Reservist Advances

Reservist Jesse Luke, who is assigned to Electronics Support Detachment San Diego, receives his advance certificate to IT1 from Lt. George Cabanas from Base Alameda, C4IT Division.



Reservist Recognized by Disney World

On March 7, 2016, Lt. Cmdr. Roy E. Yarbrough, USCG Retired, was selected to be the Veteran of the Day at Disney World. Yarbrough, a Mustang, served in the Coast Guard from September 1970 to July 1995. Yarbrough currently works as a Full Professor at California Univ. of Pennsylvania in the Department of Sport Management Studies located in California, Pa.

RETIREMENTS

RET-1 (Retired With Pay)

DECEMBER 2015

ENG4 Norman C. Chapman
OSS4 Robert C. Traylor
MECM William D. Farrell
YNCM David R. McCallum
ETCS Charles S. VonHout, Jr.
BMC Andrew P. Nadolny, III
MKC Jeffrey L. DeLancey
BM1 Robert D. Olsen

JANUARY 2016

Capt. James B. Andrews
Capt. James J. Corey
Capt. Bruce R. McQueen
Lt. Cmdr. David W. Fritz
Lt. Mathew T. Bowlin, Sr.
F&S4 John E. Queen
MSSD4 Mark A. Razny
ITCM James M. Renne
BMCS David R. Lambirth
MKC William J. Munch
FS1 Michael R. Muksian
IT1 Frederick J. Paris
MK1 Manuel T. Montalvo
BM2 Ursula L. Brisco
BM2 Karl W. Messner
MK2 Carlos G. Nieves

MARCH 2016

Capt. Brion Fitzgerald
Capt. Fred Remen
Cmdr. Robert DeLetto
Lt. Cmdr. Randall Adams
BOSN4 Dixon Haun
F&S3 Rachel Freeze
CWO Thomas Curran
MKCM Scott Huff
MSTCM Roy Barger
MECS Brian DeRousseau
MKCS Jeffrey Christensen
MKC Jerry Willhite
MSTC Henry Cambre
MSTC Jeffrey Chilson
YNC Ruth Atkinson-Adams
YNC John Williams
BM1 Richard Brown
BM1 Mary Maher
BM1 John Manuto
MK1 Jeffrey Klem
MK1 Stepen Quinn
OS1 Peter Hohn
PS1 James Brabham
YN1 Diane Fitzgibbon
BM2 Scott Grill
EM2 John Ufer
YN2 Michael Giovannelli
BM3 Richard Layton

RET-2 (Retired Awaiting Pay)

DECEMBER 2015

Capt. James S. Livingood
Cmdr. Robert P. Gillan
Lt. Cmdr. Kevin C. Baldwin
Lt. Cmdr. Donna C. Cobb
Lt. Cmdr. Dean F. Watts
Lt. Timothy D. Howard
BMCM Donald A. Zoll
MKCM Scott D. Huff
MKCS Michael R. O'Neill
MKCS Marti W. Ratcliff
ITC Brian A. Corona
MK1 Jesse W. Seder
OS3 Dewey A. Anderson

JANUARY 2016

Cmdr. Paula Malone
Lt. Cmdr. Ronald B. Sligh
ISC Klaus R. Tobitsch
ET1 Matthew A. Fanara
YN1 Melinda A. Bruck
BM3 Kevin J. LeTarte

MARCH 2016

Cmdr. Eugene E. Piculee
Lt. Teresa L. Wolf
CWO Laura L. Horton
BMC James D. Callesto
MKC David C. Deming
BM1 Kevin Anderson
MK2 Daniel J. Rausch

AWARDS



Joint Service Commendation Medal

Lt. Cmdr. Todd Remusat



Coast Guard Commendation Medal

Lt. Cmdr. John Fitzgerald



Coast Guard Achievement Medal

Lt. Anjeza Levanaku

MSTC James Lee

YNC Karen Searcy



Army Achievement Medal

BM1 Jorge Carbajal

BM1 Michael Dames

BM1 Patrick Davis



Coast Guard Commandant's Letter of Commendation

BM3 Zachary Blanquer



Reserve Good Conduct Medal

MSTC James Lee

MST1 Amber Wike

EM2 Ron Berry

IT2 John Edington

ME2 Kyle Brewer

MST2 Adam Cross

MST2 Dayna Harris

MST3 Jase Geiger



Meritorious Team Commendation

Cmdr. Alma Certa

Lt. Cmdr. John Fitzgerald

Lt. Cmdr. Kerry Duke

Lt. Cmdr. Clay Cromer

LT Ed Parvin

Lt. Raquel Salter

Lt. Brandi Graham

Lt. James Stevens

Lt. Damon Sanders

Lt.j.g. Elizabeth Tichenor

Lt.j.g. Terri Medlin

Lt.j.g. Mary Tabor

Lt.j.g. Brad Honeycutt

Lt.j.g. Chris Gray

Ens. Josh Butler

BOSN2 Dan Wolski

MSTC James Lee

MST1 Amber Wike

MST1 Nina Scierka

MST1 John Hendrix

MST1 Mary Palazzo

MST1 Nina Scierka

MST1 Richard White

MST2 Jeremy Bolton

MST2 Bennett Sansbury

MST2 Amanda Wilson

MST2 Stephen Jerdan

MST2 Adam Cross

MST3 Jase Geiger

MST3 Clayton Jamison

MST3 James Newton

MST3 Amelia Albertson



Boat Forces Insignia

Lt. Cmdr. Clay Cromer

Lt. Mike Shuster

Lt.j.g. Chris Gray

Lt.j.g. Terri Medlin

BM1 Jorge Carbajal

BM1 Patrick Davis

BM1 Robert Shotwell

BM1 Justin Wood

MK1 Robert Harrold

BM2 Matthew Rutkowski

BM3 Steven Bammerski



Marine Safety Insignia

MST1 Amber Wike

MST1 Mary Palazzo

MST1 John Hendrix

TAPS



MCPO Ralph "David" Horn, 50, USCGR (ret.), of White House, Tenn., died on April 3, 2016. He was born December 30, 1965 in Ironton, Ohio to Larry and Carolyn Kay Waddell Horn. He joined the Coast Guard in 1987 and served active duty from 1987-1991. While on active duty, he was a member of the Presidential Honor Guard, Color Guard and Drill Team. MCPO Horn joined the Coast Guard Reserve and was a senior enlisted Reserve member at MSU Paducah. He graduated Summa Cum Laude from the Physical Therapy Program at Volunteer State Community College and had a career in Physical Therapy for the past 20 years. An avid Titans fan and Bigfoot enthusiast, he loved spending time with his family as well as watching his children play sports. He also served as past Commander of American Legion Post 206 in White House and was a member of White House First Baptist Church.

BMCS Douglas Gibson offered the following thoughts about his shipmate, "Dave was a great man, a great Coastie. He was a proud father and husband keeping them (his family) in his thoughts when he was away. He loved the job. I think back to all the underway experiences we shared. Nothing could rattle Dave. He was very professional, very structured, got the job done with style. He rose through the ranks quickly because he was thorough and he knew his job well. I'll never forget his sharpness and his crisp detailed uniform. He really was an exceptional man."

MCPO Horne is survived by his wife, Michele Horn; daughters, Margaret and Mally Horn; step-children, Caleb Johnson, Jacob Johnson and Abigale Johnson; father, Larry Horn, Brother, Chris (Sherry) Horn, all of White House, sisters, Lisa Smallwood, also of White House, and Jennifer (Josh) Huhnke, Cocoa Beach, Fla.



PARTING SHOTS



A U.S. Coast Guard HH-52A Seaguard helicopter is displayed during its induction ceremony into the Smithsonian's National Air and Space Museum at the Steven F. Udvar-Hazy Center in Chantilly, Va., April 14. The Seaguard was the first Coast Guard aircraft to be inducted to the Smithsonian.
Photo by PA2 David R. Marin



The crew of a 47-foot Motor Life Boat from Coast Guard Station Grays Harbor rescues three fishermen from the sinking 74-foot vessel *PRIVATEER* one mile outside of Grays Harbor, Wash., April 15. The crew of *PRIVATEER* called station watchstanders via VHF radio, stating they were taking on water through an 8-to-12-inch hole, deploying their life raft and donning immersion suits preparing to abandon ship.

Photo by BM2 Jacob Hylkema.



Petty Officers Craig Oravitz and Richard Barone patrol Boston's waterfront with Ruthie, a specially trained Coast Guard K-9, Sunday, April 17. The team is based out of New York and is in Boston as part of an increased security presence for the Boston Marathon.

Photo by PA3 Andrew Barresi

Boat crews from Coast Guard Station Washington aboard two 29-foot Response Boat- Smalls train in the Potomac River near Alexandria, Virginia, Thursday, Apr. 6. Boat crews train to remain proficient in their skills and abilities.

Photo by PA3 Jasmine Mieszala

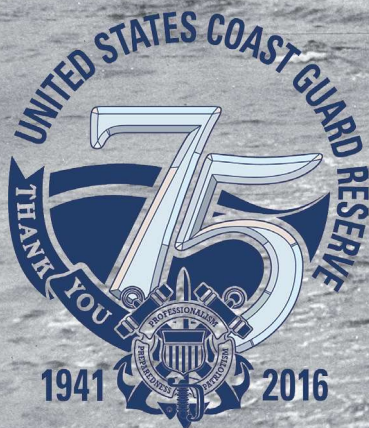


Commanding Officer (mas)
Pay & Personnel Center
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Topeka, KS 66683-3591

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Permit Number G-157

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U.S. Coast Guard Reserve



For 75 Years — Always Ready When Needed Most

Thank you.

